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NORWAY, SWEDEN,

AND

DENMARK

Money Table.

(Comp. p. xi.)

s.	*d.*	*kr.*	*ø.*	*kr.*	*ø.*	*s.*	*d.*
1	—	—	90	1	—	1	1 1/3
2	—	1	80	2	—	2	2 2/3
3	—	2	70	3	—	3	4
4	—	3	60	4	—	4	5 1/3
5	—	4	50	5	—	5	6 2/3
6	—	5	40	6	—	6	8
7	—	6	30	7	—	7	9 1/3
8	—	7	20	8	—	8	10 2/3
9	—	8	10	9	—	10	—
10	—	9	—	10	—	11	1 1/3
20	—	18	—	18	—	20	—

Measures.

(Comp. p. vi.)

English Feet	Mètres	Norweg. Feet	Swedish Feet	English Miles	Kilo-mètres	Norweg. Miles
0,97	0,29	0,94	1	0.62	1	0,09
1	0,30	0,97	1,02	1	1.609	0,1424
1,029	0,31	1	1,05	2	3.218	0,28
2	0,61	1,84	2,05	3	4.827	0,43
3	0,91	2,91	3,08	4	6.436	0,57
3,28	1	3,19	3,37	5	8.045	0,71
4	1,22	3,88	4,10	6	9.654	0,85
5	1,52	4,85	5,13	6,64	10.683	0,94
6	1,83	5,82	6,16	7	11.263	1
7	2,13	6,80	7,18	8	12.872	1,14
8	2,44	7,77	8,21	9	14.481	1,28
9	2,74	8,74	9,24	10	16.090	1,42
10	3,05	9,71	10,26	14	22.526	2
50	15,24	48,50	51,30	20	32.180	2,85
100	30,48	97,14	102,65	21	33.789	3

DET SYDLIGE NORGE.

1:2.000.000

0 1 2 3 4 5 6 7 8 9 10
Norske Mile.

0 10 20 30 40 50 60
English Miles.

0 20 40 60 80 100
Kilom.

Faste Skydsstationer.

4 5 6 7 8 Östen for Greenw. 9 10 11 12

63 62 61 60 59 58

3 4 5 6 Östen for Paris 7 8 9

Antwerpen, Hull, London — Hamburg — Kjöbenhavn, Newcastle — Göteborg

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NORWAY, SWEDEN,

AND

DENMARK

HANDBOOK FOR TRAVELLERS

BY

KARL BAEDEKER

WITH 32 MAPS, 21 PLANS, AND THREE SMALL PANORAMAS

SEVENTH EDITION

REVISED AND AUGMENTED

LEIPSIC: KARL BAEDEKER, PUBLISHER

1899

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'Go, little book, God send thee good passage,
And specially let this be thy prayere:
Unto them all that thee will read or hear,
Where thou art wrong, after their help to call,
Thee to correct in any part or all.'

PREFACE.

The object of the Handbook for Norway, Sweden, and Denmark, which now appears for the seventh time, carefully revised and partly rewritten, is to supply information regarding the most interesting scenery and characteristics of these countries, with a few notes on the history, languages, and customs of the inhabitants. Like the Editor's other handbooks, it is based on personal acquaintance with the countries described, the chief places in which he has visited repeatedly. His efforts to secure the accuracy and completeness of the work have been supplemented by the kind assistance of several gentlemen, Norwegian, Swedish, Danish, English, and German, to whom his best thanks are due. He will also gratefully receive any corrections or suggestions with which travellers may favour him. Within the last few years Norway has grown rapidly in popularity with the travelling public, and a number of new roads, railways, and steamboat-routes, with corresponding new hotels, have recently been opened. The most important of these are carefully noted in the present edition. The descriptions of the Swedish Norrland and of the trip to Spitzbergen appear for the first time in this issue of the Handbook; and the section devoted to Copenhagen and Denmark has been considerably extended.

The present volume, like Baedeker's Switzerland, may be used either as a whole, or in its separate sections, which for the convenience of travellers may be removed from the volume without falling to pieces. These sections are — (1) Introductory Part, pp. i-lxxx; (2) S. and E. Norway, as far as Trondhjem, pp. 1 to 84; (3) W. Norway, as far as Trondhjem, pp. 85 to 220; (4) N. Norway, pp. 221 to 262; (5) Sweden, pp. 263 to 390; (6) Denmark, pp. 391 to 432; (7) Index, pp. 433 to 463; (8) Grammars, at the end of the volume.

On the MAPS and PLANS the Editor has bestowed special care, and he believes they will be found to suffice for all ordinary travellers.

In the letter-press HEIGHTS are given approximately in English feet, in the maps in mètres (1 mètre = 3.28 Engl. ft.; 1 Norw. ft. = 1.029 Engl. ft.; 1 Swed. ft. = 0.974 Engl. ft.). DISTANCES are given in kilomètres, as the tariffs for carioles and boats are now calculated on the metrical system (comp.

below). The POPULATIONS and other statistics are from the most recent official sources.

In the Handbook are enumerated both the first-class hotels and those of humbler pretensions. Those which the Editor, either from his own experience, or from an examination of the numerous hotel-bills sent him by travellers of different nationalities, believes to be most worthy of commendation, are denoted by asterisks. It should, however, be borne in mind that hotels are liable to constant changes, and that the treatment experienced by the traveller often depends on circumstances which can neither be forcseen nor controlled. Although prices generally have an upward tendency, the average charges stated in the Handbook will enable the traveller to form a fair estimate of his expenditure.

To hotel-keepers, tradesmen, and others the Editor begs to intimate that a character for fair dealing towards travellers forms the sole passport to his commendation, and that advertisements of every kind are strictly excluded from his Handbooks. Hotel-keepers are also warned against persons representing themselves as agents for Baedeker's Handbooks.

Abbreviations. Distances.

N., S., E., W. = north, northern; south, southern; east, eastern; west, western.

M. = English mile, unless the contrary is stated (see Table opposite title-page).

S. M. = Norwegian sea-mile.

Kil. = Kilomètre (see Table opposite title-page).

Ft. = English feet.

Com., Kom. = "Norges Communicationer" and "Sveriges Kommunikationer" respectively (see p. xviii).

R., B., D., S., A. = room, breakfast, dinner, supper, attendance.

R. also = Route.

c., ca. = circa, about.

Rfmts. = refresbments.

Kr., ø. = crowns and øre in Norway and Denmark.

Ö. = öre, the Swedish form of øre.

As the metrical system has been adopted in both Norway and Sweden, the **Distances** are usually given in kilomètres, though the old reckoning by miles is still common in some parts of Norway, one Norwegian mile (= 7 Engl. M.) being reckoned as 3 hrs.' walking or 2 hrs.' driving. In Sweden distances are occasionally calculated in 'new' Swedish miles (1 ny svensk Mil = 10 Kil. = 6¼ Engl. M.); the old Swedish mile is about ½ Engl. M. longer. On railway-routes the distances are generally reckoned from the starting-point, while on highroads the distances from station to station are given as more convenient.

On the steamboat-routes the distances are given approximately in Norwegian sea-miles (S. M.) or nautical miles. A Norwegian nautical mile is equal to four English knots or nautical miles (about 4⅘ Engl. statute M.), and the steamers are usually timed to travel from 2 to 2½ Norwegian nautical miles per hour. The ordinary tariff is 40 ø. per nautical mile, but no charge is made for deviations from the vessel's direct course.

Asterisks (*) are used as marks of commendation.

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INTRODUCTION.

I. Expenses. Money. Language. Passports. Post Office.

Expenses. Travelling in Norway and Sweden is less expensive in some respects than in other parts of Europe, but the great distances which require to be traversed by road and rail or by steamboat necessarily involve a very considerable sum-total. After arrival in the country, 20-25*s.* per day ought to cover all outlays, but much less will suffice for those who make a prolonged stay at one or more resting-places, or for pedestrian tourists (p. xxii) in the less frequented districts.

Money. In 1873 and 1875 the currency of the three Scandinavian kingdoms was assimilated. The crown *(krone;* Swed. *krona),* worth 1*s.* $1^1/_3$*d.*, is divided into 100 *øre* (Swed. *öre;* see money table before the title-page). These coins and the government banknotes (but not those of local or of private banks) are current throughout the three countries. British sovereigns, worth 18 kr. each, usually realise their full value at the principal centres of commerce, but the rate of exchange is often a few øre below par. Large sums are best carried in the form of circular notes or letters of credit, as issued by the chief British and American banks. The traveller should be well supplied with small notes and coins *(smaa Penge)* before starting on his tour, as it is often difficult in the remoter districts to get change for gold or larger notes.

Language. English is spoken on board almost all the Norwegian steamboats and at the principal resorts of travellers, both in Norway and Sweden, but in the country districts the vernacular alone is understood. Danish, as pronounced in Norway (which is analogous to English spoken with a broad Scottish accent), is on the whole the more useful of the two languages, as most travellers devote more time to Norway than to Sweden, and as it is easily understood in Sweden. (See grammars and vocabularies in the removable cover at the end of the volume.)

Passports are unnecessary, except for the purpose of procuring delivery of registered letters. — The **Custom House Examination** is invariably lenient. Comp. p. 301.

Post Office. The postage of a letter, weighing $^1/_2$ oz., is 20 øre to any country in the Postal Union, and of a post-card *(Brefkort, Brevkort)* 10 *ø.*; that of a letter within Norway, Sweden, and Denmark 10 *ø.* The traveller should avoid giving his correspondents any *poste restante* address other than steamboat or railway stations, as the communication with places off the beaten track is very slow.

Telegraph Offices are numerous in proportion to the population.

NORWEGIAN TARIFF. Within Norway: 50 ø. for ten words, and 5 ø. for each word more. — Foreign telegrams (minimum 80 ø.): to Sweden 30 ø., in addition to which *each* word is charged 10 ø.; to Denmark 50 ø., *plus* 10 ø. for each word; to Great Britain 26 ø. per word; to the U.S.A. 1 kr. 35 ø. to 2 kr. 5 ø. per word.

SWEDISH TARIFF. Within Sweden: 50 ö. for ten words, and 5 ö. for each word more. — Foreign telegrams: to Norway or Denmark 80 ö. for five words, 10 ö. each word more; to Great Britain 1 kr. 30 ö. for three words, 30 ö. each word more; to the U.S.A., about the same as from Norway.

Telephones are very general throughout the country, and are of importance to the tourist, especially in Norway and the Swedish Norrland, as they afford a means of securing rooms, etc., in advance. Travellers, however, should refrain from telephoning unless they are quite sure of occupying the rooms ordered at the specified time; otherwise the attention at present paid to telephone-orders will probably be discontinued. The usual charge for the use of a telephone is 30 ø.; in Stockholm, 10 ö.

II. Steamboat Lines between Great Britain and Norway, Sweden, and Denmark. Yachting Cruises. Tourist Agents.

Steamboat Lines. The following particulars as to the chief lines of steamers between British and Scandinavian ports refer to the summer-arrangements (May to August inclusive); but travellers are recommended in all cases to obtain precise information from the agents or advertisements of the various steamship-companies. The fares quoted include the charge for provisions on the voyage except where it is otherwise stated.

STEAMERS TO NORWAY.

To Christiania. (1). From *London*, 'Wilson Line' every Frid. in 52 hrs. (fares 4*l.*, 2*l.* 13*s.* 4*d.*, return 6*l.*, 4*l.*; food 6*s.* 6*d.* or 4*s.* 6*d.* per day according to class). — (2). From *Hull*, 'Wilson Line' every Frid. in 46 hrs. (fares, etc., same as from London). — (3). From *Newcastle-on-Tyne*, every Frid., SS. 'Sterling' and 'Odin' (3*l.* 3*s.*, return 5*l.* 5*s.*; food extra). — (4). From *Grangemouth*, every Wed. (2*l.* 10*s.*, 1*l.* 10*s.*; food 5*s.* 6*d.* per day).

To Christiansand. Nearly all of the above-mentioned steamers. Also: from *Leith*, 'Leith, Hull, and Hamburg Co.' every Thurs. in 34 hrs. (3*l.* 3*s.*; return 5*l.* 5*s.*); returning on Friday.

To Bergen. (1). From *Hull*, 'Wilson Line' every Tues. in 38 hrs. (4*l.* 10*s.*, 3*l.*, return 7*l.*, 4*l.* 10*s.*), returning on Saturday. — (2). From *Newcastle*, 'Bergenske and Nordenfjeldske Cos.' every Tues., Thurs., & Sat. in 40 hrs. (1st cl. 4*l.*, return 6*l.*). — These steamers, except the Tues. boat from Newcastle, touch at *Stavanger* (same fares).

To Trondhjem. (1). From *Hull*, 'Wilson Line' every Thurs. in 65 hrs. (6*l.* 10*s.*, 4*l.* 4*s.*, return 9*l.* 15*s.*, 6*l.* 6*s.*), returning the following Thursday. — (2). From *Newcastle*, 'Bergenske and Nordenfjeldske Cos.' every Tues., viâ Bergen (see above; fare from Bergen 32 kr., return 48 kr., food 5½ kr. per day).

STEAMERS TO SWEDEN.

To Gotenburg. (1). From *London* (Tilbury), 'Thule Line' every Frid. (returning every Thurs.) in 40 hrs. (3*l.* 3*s.*, 2*l.* 2*s.*; food extra); return tickets (5*l.* 5*s.*, 3*l.* 3*s.*) are available also viâ Granton (see p. xiii) or by the 'Wilson Line' viâ Hull. — (2). From *Hull*, 'Wilson Line' every Sat. (returning

every Frid.) in 36-40 hrs. (same fares; food 6*s.* 6*d.*, 4*s.* 6*d.* per day). — (3). From *Grimsby*, 'Wilson Line' every Wed. (returning the following Wed.) in 40 hrs. (same fares). — (4). From *Granton* (Edinburgh), 'Thule Line' every Frid. (same fares).

To Malmö. From *Grimsby*, 'Wilson Line' every Tues., returning every Thurs., in about 60 hrs. (3*l.* 3*s.*, 2*l.* 2*s.*, return 5*l.* 5*s* , 3*l.* 3*s.*; food 6*s.* 6*d.*, 4*s.* 6*d.* per day).

To Stockholm. From *London*, viâ Malmö, 'Stockholm Steamship Co.', about every ten days.

STEAMERS TO DENMARK.

To Copenhagen. (1). From *London*, 'Bailey and Leetham Line' every Sun. in about 3 days (2*l.* 10*s.*, 1*l.* 10*s.*; food extra). — (2). From *Hull*, 'Wilson Line' every Frid. or Sat. in 60 hrs. (1st cl. 2*l.* 10*s.*, excl. food; 2nd cl. 1*l.* 5*s.*, incl. food); 'Bailey and Leetham Line' every Sun. in about 3 days (1st cl. 2*l.* 10*s.*, food 6*s.* per day). — (3). From *Leith*, 'James Currie & Co.', viâ Christiansand, every Thurs., in 54 hrs. (3*l.* 3*s.*, 1*l.* 11*s.* 6*d.*, 1st cl. retnrn-ticket 5*l.* 5*s.*); returning every Thursday.

To Esbjerg. (1). From *Harwich*, 'United S.S. Co. of Copenhagen' every Mon., Thurs., & Sat. (returning Tues., Wed., & Sat.) in 30 hrs. (1*l.* 10*s.*, 15*s.* 6*d.*, 1st cl. return-ticket 2*l.* 5*s.*; food 5*s.* per day in the 1st cl., and 2*s.* 6*d.* per day in the 2nd cl.). — (2). From *Grimsby*, 'United S.S. Co. of Copenhagen' every Mon. and Thurs. (returning every Tues. and Frid.) in 30 hrs. (1*l.* 10*s.*, 15*s.*; return-ticket 2*l.* 5*s* , 1*l.* 10*s.*; food extra).

The majority of travellers will probably find the excellent steamers of the 'Wilson Line' (*Thos. Wilson, Sons, & Co.*, Hull) or of the 'Bergenske and Nordenfjeldske Cos.' (*P. H. Matthiessen & Co.*, 25 Queen St., Newcastle; *Mr. Berg-Hansen*, Christania) the most convenient. The last-named company (or, rather, combined companies) also maintains an excellent service between Norway and Hamburg, for which return-tickets from Newcastle are also available. Esbjerg (p. 432) has direct railway-connection with Copenhagen and with Gotenburg viâ Fredericia and Frederikshavn (R. 73). The Dutch mail steamers plying every Thurs. from *Rotterdam* to Stavanger (48 hrs.) and Bergen (58 hrs.; fare 40 fl., return 60 fl.) may also be mentioned.

Yachting Cruises. Large and comfortable excursion-steamers are despatched at frequent intervals during the season from British ports to the Norwegian fjords, Bergen, Trondhjem, the North Cape, etc. The vessels (1000-4000 tons) are luxuriously fitted up for the comfort and amusement of their passengers, and follow a fixed itinerary at an inclusive charge, full details of which may be obtained from the various agents. These so-called yachts undoubtedly offer the most comfortable means of visiting some of the finest districts of Norway. They penetrate into the chief fjords, and the passengers have opportunities from time to time of making excursions on land. But this method of visiting Norway inevitably misses many of the peculiar beauties of the country. A prolonged residence on board one of these floating hotels is apt to prove monotonous and enervating, and is certain to leave the passenger's mind almost a blank with regard to the true charms of Norwegian travel. The complaint sometimes heard, that even the grandest scenery in Norway is somewhat monotonous, is rarely made by any but tourists

on these pleasure-steamers who have not had time to become properly acquainted with the country.

Tourist Agents. The tourist-offices of *Messrs. T. Cook & Son* and of *Henry Gaze & Sons*, in London, and those of *T. Bennett & Sons* and of *F. Beyer*, at Christiania and Bergen, issue railway, steamboat, Skyds (or posting), and hotel coupons for a number of different routes. Those unused are received back under deduction of 10 per cent of their cost. This system saves trouble at a corresponding sacrifice of independence. As a general rule it is advisable not to fix one's route absolutely before leaving London, but to wait until Christiania or Bergen is reached. 'The Norway Tourist's Weekly News', which often contains information of considerable importance to tourists, is published by Beyer at Bergen, and is to be seen at many hotels.

III. Season and Plan of Tour.

Season. The best season for travelling, both in Norway and Sweden, is from the beginning of June to the middle of September; but July and August are the best months for the higher mountains, where snow is apt to fall both earlier and later. For a voyage to the North Cape (RR. 30-34), for the sake of seeing the midnight sun, the season is from the middle of June to the end of July. August is often a rainy month in the eastern districts of Norway, while the wet season sets in later on the west coast.

Plan of Tour. An energetic traveller may see the chief points of interest in Norway and Sweden in $2^1/_2$-3 months, but an exhaustive tour cannot be accomplished in one season.

Those who have devoted a first visit to obtaining a general idea of the country, may well spend one or more subsequent seasons in the exploration of particular districts. The less time and energy spent in covering long distances between point and point, the greater will be the enjoyment of the districts visited.

It need hardly be added that travellers who are addicted to luxurious hotels and the distractions of watering-places and other fashionable resorts will not find Norway to their taste. On the other hand, true lovers of nature will carry away with them an enthusiastic admiration for its scenery, and will gladly seek opportunities of renewing their impressions.

Tourists who content themselves with a Yachting Cruise along the coast have, of course, their travelling-plan determined by the programme of the steamer. Most travellers, however, will find it much more satisfactory to form plans for independent tours for themselves, and we therefore give a few specimens below, which may easily be altered with the help of the Handbook or extended by the inclusion of excursions from the main track, etc.

The finest scenery in **Norway** lies on the W. coast, the chief points being the *Hardanger Fjord*, *Sognefjord*, *Nordfjord*, *Sønd-*

møre, *Molde*, and *Romsdal*. The *Jotunheim*, to the E. of the Sognefjord, is recommended to the attention of mountaineers. The voyage to the *Norrland*, the chief attraction of which is the *Lofoten Islands*, is also very fine. The beautiful town of *Christiania* is well worthy of a visit.

In the S. of **Sweden** the chief attractions are *Stockholm* and the other towns and the great *Canals*. The Swedish *Norrland* is inferior to that of Norway in point of grandeur of scenery, but its beautiful coasts, its lakes and rivers, including the justly famed *Indals-Elf* and *Ångerman-Elf*, and its waterfalls, among which are the largest in Europe, richly repay a visit. *Gellivara*, with its midnight sun and iron-mines, is also very interesting. Not the least charm of the Norrland journey is its freedom from the usual crowd of hurried tourists.

I. Round Trip of Ten or Eleven Weeks.

	Days
From Hull or Newcastle to *Stavanger*	2
From Stavanger by steamer on the *Suldalsvand* (p. 94) and thence drive to the *Breifond Hotel* (p. 95)	2
Drive from the Breifond Hotel viâ *Seljestad* to *Odde* on the *Sørfjord*	1
[This route may be joined at Odde by travellers from *Christiania* viâ *Dalen* and *Telemarken* (comp. p. xvi)	5-6]
Excursions from Odde to the *Buarbræ* and the *Skjæggedalsfos* (R. 18); steamer from Odde to *Vik i Eidfjord*	2½
Excursions from Vik to the *Vøringsfos* and the *Simodal* (R. 18); steamer to *Sundal* on the *Maurangerfjord*	2-3
Excursion from Sundal to the *Bondhusbræ* or the *Folgefond* (R. 18); steamer to Bergen	1
Bergen (R. 19)	1
[This route may be joined at *Bergen* by steamer from Hull or Newcastle in 2 days.]	
From Bergen by rail to *Voss;* drive thence to the *Stalheimsklev* (R. 20)	1
Drive or walk to *Gudvangen;* steamer across the *Sognefjord* to *Fjærland* and *Balholm* (p. 128) and thence to *Vadheim* (p. 127)	1
[Those who drive to visit *Jotunheim* (R. 22) from the Sognefjord may take the steamer from Gudvangen to *Lærdalsøren*, and thence proceed to *Skjolden* (p. 138) where they join the route described in the opposite direction on p. 143, returning through the Lærdal to the Sognefjord, and going on by steamer from *Lærdalsøren* to Balholm	9-10]
From Vadheim by steamer and carriage viâ *Førde* (p. 172) to *Skei* (p. 173); drive and row to *Red* (p. 174), and thence drive to *Sandene* and *Visnæs* on the *Nordfjord* (pp. 177, 178)	3
Excursion from Visnæs to the *Oldendal* or *Loendal* (p. 179). Drive viâ *Grotlid* to *Marok* (p. 189)	3
Steamer or rowing-boat from Marok to *Hellesylt* (p. 188); drive thence viâ *Fibelstad-Haugen* to *Øie* on the *Norangsfjord* (p. 191)	1
From Øie by steamer or rowing-boat to the *Jørundfjord* (p. 191); drive to *Ørstenvik;* steamer to *Aalesund* (p. 195). Or take the steamer direct from *Øie* to *Aalesund*	1
Aalesund and thence by steamer to *Molde* (p. 197)	1
Excursions from Molde to the *Romsdal* (p. 199) and the *Eikisdal* (p. 203). Steamer viâ *Christianssund* to *Trondhjem*	4
[Or, after an excursion to the *Eikisdal*, proceed from Molde viâ *Aandalsnæs* through the *Romsdal* and the *Gudbrandsdal* (R. 27) to *Domaas*, and thence over the *Dovrefjeld* to *Støren* (p. 76)	6]
From Trondhjem to the *North Cape* and back (RR. 30, 32, 33)	8-14

Days

Railway from Trondhjem viâ *Östersund* (R. 58) and *Upsala* (R. 58) to Stockholm 3-4
Stockholm and its environs 4
From Stockholm viâ the *Göta Canal* and *Lake Vettern* to *Jönköping* (R. 46) 2
Railway from Jönköping viâ *Lund* and *Malmö* to Copenhagen (RR. 45, 39) 2
Copenhagen and *Helsingør* (RR. 68, 69) 3
Return to *London*, *Hull*, *Harwich*, or *Leith* (comp. pp. xii, xiii) . 1½-3
[Or from Stockholm by the *Göta Canal* to *Gotenburg* 2
Steamer from Gotenburg to England (p. xii) . . . . . 1½]

II. Three or Four Weeks (Five or Six Weeks including the Voyage to the North Cape or a Trip through Sweden).

Christiania and its neighbourhood (R. 2) 1
From Christiania by railway to *Skien* viâ *Drammen* (R. 5) 1
From Skien through *Telemarken* and viâ *Haukeli* to *Odde* on the Hardanger Fjord (R. 18) 4-5
[This route may be joined here by travellers from *Stavanger* viâ the *Suldalsvand*, the *Breifond Hotel*, and *Seljestad* (comp. p. xv) 3]
The *Hardanger Fjord: Odde* (p. 106); *Vik i Eidfjord* (p. 109); *Sundal* on the Mauranger Fjord (p. 101); to *Bergen* by steamer (R. 19) . 5
Bergen (R. 19) 1
From Bergen by railway to *Voss*, and thence drive to *Stalheimsklev* (p. 125) 1
Walk to *Gudvangen* (p. 133); thence by steamer across the *Sognefjord* to *Balholm* and *Fjærland* (p. 129), and thence to *Vadheim* (p. 127) 3
From Vadheim drive viâ *Førde* to *Sandene* on the Nordfjord (p. 177) 2
Excursions on the *Nordfjord* and its side-valleys (R. 25); proceed through the *Strynsdal* viâ *Grotlid* to *Marok* (R. 26) 3
From Marok by steamer to *Hellesylt* (p. 188), drive through the *Norangsdal* to *Øie* (p. 191) on the *Norangsfjord*, and by steamer over the *Jørundfjord* to *Aalesund* (R. 26) and thence to *Molde* . . . 1-2
Molde, the *Molde-Fjord*, and the *Romsdal* (R. 27) 3
From Molde to Trondhjem. *Trondhjem* (p. 212) 1½-2
From Trondhjem we may either return by steamer to England (p. xii), or proceed farther to the N. to visit the *Norrland* (RR. 30-34), or return by railway to *Christiania*, or take a trip through SWEDEN as indicated on p. xvii.

III. Four or Five Weeks in Norway, including the Voyage to the North Cape.

Steamer from Hull or Newcastle to *Stavanger* 2
Stavanger to *Odde* and the *Hardanger Fjord* 5
From *Bergen* to *Trondhjem* viâ *Molde*, as indicated on p. xv . . 10-12
Steamer to the *North Cape* and back 8-14
Railway from Trondhjem to *Christiania* 1
Steamer to England 2

IV. Four or Five Weeks in Norway.

Steamer from London, Hull, or Newcastle to *Christiania* 2
Christiania and railway to *Skien* (R. 5). 1
Through Telemarken, as indicated above 3-4
Excursions on the Hardanger Fjord from *Odde* and *Vik* (pp. 106, 109) 3-4
From *Eide* (p. 104) viâ Vossevangen to the *Stalheimsklev* (p. 125) . . 1
The Sognefjord (R. 21), *Nærøfjord*, *Fjærlands-Fjord*, and by steamer to *Vadheim* (p. 127) 3-4
Viâ *Sandene* on the *Nordfjord*, *Stryn*, *Grotlid*, *Marok*, and *Sjeholt* (R. 26) to *Molde* 6-8
Molde; the *Romsdal* 2-3
Steamer from *Bergen* to England (p. xii) 2

V. Four or Five Weeks in Norway for Walkers.

Days

Steamer from London, etc., to *Christiansand* 2
Through the *Sætersdal* to *Dalen* in Telemarken (comp. p. 5; the third day's walk is long) 3
Drive viâ the *Haukelifjeld* to *Røldal*, the *Breifond Hotel*, and *Seljestad;* walk and drive to *Odde* (pp. 95, 96). Excursions from Odde 4
Steamer to *Vik i Eidfjord* (p. 109). Excursions to the *Vøringsfos* and viâ *Fosli* to the *Simodal* 2
Steamer to *Ulvik* (p. 111); walk viâ *Graven* (p. 123) to *Eide* (p. 104) 1
Steamer to Bergen (R. 19) and stay at *Bergen* 2
Railway to *Vossevangen;* drive to *Stalheim* (R. 20) 1
Walk to *Gudvangen* (p. 133); steamer to *Balholm* (p. 128) and *Fjærland* (p. 129) 1
Walk viâ the *Jostedalsbræ* to *Jelster* (p. 173); row to *Skei* (p. 173); drive on the following afternoon to *Aamot* (p. 174) 2
Walk viâ the *Oldenskar* (p. 175) to the *Oldenvand;* steamer across the lake; walk or drive to *Olden* (p. 178) 1
Steamer to *Visnæs* (p. 178); drive to *Mindre Sunde;* steam-launch or rowing-boat to *Hjelle* (p. 183) 1
Drive to *Skaare* (p. 183); walk viâ the *Grasdalsskar* to the *Djupvashytte* (p. 185); walk or drive to *Marok* (p. 189) 1
Steamer to *Hellesylt* (p. 188); drive to *Fibelstad-Haugen;* walk to *Øie* (p. 191) 1
Steamer viâ *Aalesund* to Molde; *Molde* (p. 197) 1½
Excursion to the *Romsdal* (p 199); walk across the mountains to the *Eikisdal* (p. 203); visit the *Eikisdalsvand* (p. 205) and walk to *Næste* (p. 205) 3
Steamer to Molde. In the afternoon visit *Battenfjordsøren* (p. 208); steamer viâ *Christianssund* to Trondhjem 2
[Or from Næste proceed viâ *Eidsvaag* to *Eidsøren* (p. 209), take the Sundal steamer to *Christianssund*, and go on next day to Trondhjem . . . . . 2]
Trondhjem (R. 29) 1
Return thence as indicated on p. xvi.

VI. A Fortnight from Christiania.

Steamer to Christiania (p. 9). *Christiania* 3
Railway to *Randsfjord;* steamer to *Odnæs;* drive through the *Valders* (p. 48) to *Lærdalsøren* (p. 136) 4
Steamer to *Gudvangen* (R. 21); walk or drive to *Stalheim* (p. 125); drive to *Voss* (p. 122); railway to Bergen (R. 19). *Bergen* . . . 3
Steamer to *Odde* on the Hardanger Fjord (R. 18). 1
Drive viâ *Seljestad* to the *Breifond Hotel* (p. 95) and *Næs* on the Suldalsvand; steamer to *Osen;* drive to *Sand;* steamer to *Stavanger* 2
Steamer from Stavanger to England (p. xii). 2

VII. Seven Weeks in Sweden.

S. Sweden.

Steamer from England (p. xii) to *Gotenburg* 2
Gotenburg, and railway to *Trollhättan* (R. 43) 2
Steamer on Lake Venern to the *Kinnekulle* (R. 43); railway viâ *Falköping* to *Jönköping* (R. 45). *Jönköping* 3
Steamer on *Lake Vettern* to *Motala* and up the *Göta Canal* to Stockholm (R. 46) 2
Stockholm and its environs (RR. 49, 50) 4
Excursion to *Gotland (Wisby)* and back (R. 52). 3
Excursion to *Falun* and *Lake Siljan*, returning viâ *Upsala* (RR. 56, 57) 5

N. Sweden.	Days
Steamer from Stockholm to *Haparanda* (RR. 62, 64)	3
Steamer back to *Luleå*; railway to *Gellivara* (RR. 64, 66)	3
Railway back to *Murjek* (p. 387); drive viâ *Storbacken* to *Jockmock* (R. 65)	1½
Row and walk to *Kvickjock* and back (R. 65)	4-6
Drive and row from Jockmock to *Edefors*	1
Early steamer to *Hednoret* (p. 377); railway to *Vännäs* (p. 376) and *Umeå* (p. 382)	1
Steamer to *Hernösand* (R. 62 and p. 379)	1
Steamer up the *Ångerman-Elf* to *Sollefteå* (p. 381); railway to *Bispgården* (p. 375)	1
Steamer down the *Indals-Elf* to *Sundsvall* (R. 60)	1
Railway to *Östersund* (RR. 59, 58)	1
Railway (R. 58) to *Åre* (excursion to the *Åreskutan*) and *Dufed* (excursion to the *Tännfors*), and back to Stockholm	4

IV. Conveyances. Walking Tours. Cycling Tours.

Time Tables for Norway appear in '*Norges Communicationer*' (pron. Commoonicashōner; 30 ø., English and German edition, 50 ø.), and for Sweden in '*Sveriges Kommunikationer*' (10 ö.), both published weekly in summer. Neither of these, however, is very satisfactory; and travellers in Norway are recommended to obtain *Beyer's Tourists' Time-Tables of the Norwegian Railways, Steamers, and Diligences* (published fortnightly; 50 ø.) or the similar publication issued by *Bennett* (p. 10). Beyer's time-tables will be sent by post from Bergen on receipt of 6*d.* in British stamps, or may be purchased at Swan & Leach Ltd., 3 Charing Cross, London. The 'Sommerruter' of the various fjord steamboat lines may be obtained at Stavanger, Bergen, Aalesund, and Molde. Among other time-tables may be mentioned the *Reichs-Kursbuch* (Berlin) and the *Reiseliste for Kongeriget Danmark* (Copenhagen), which travellers to or from Germany will find useful.

Observe that many of the summer time-tables, especially those of the fjord steamers, hold good till the end of August only.

Steamboats (Norw. *Dampskibe*, Sw. *Ångbåtar*). The regular Norwegian coasting traffic is almost entirely in the hands of the *Bergenske* and the *Nordenfjeldske Dampskibs-Selskab*, which have a common time-table. The headquarters of the former are at Bergen, those of the latter at Trondhjem. (Agents at Christiania and Newcastle, see p. xiv.) The smaller steamers plying on the Norwegian fjords are comfortable enough during the day, but their sleeping accommodation is poor, and on market-days they are apt to be overcrowded. The same remark applies to the smaller coasting steamers on the Baltic and on the Swedish canals.

Most travellers will, of course, travel in the first cabin. Those who are about to spend one or more nights on board should at once secure their berths *(kojen)* in a stateroom (Norw. *lugar*, Swed. *hytt*) by personal application to the steward. Otherwise they may have to put up with sofas in the dining-saloon, with the additional disadvantage of having to quit their couches before early breakfast (6 or 7 a.m.). There are always a separate ladies' cabin and a smoking-room. A passenger travelling with his family by mail-steamer in Norway pays full fare for himself, but is usually entitled to a reduction ('Moderation'; pron. 'moderashōn') of 50 per cent on the

fare (but not on the cost of food) for each of the other members of the party. In Sweden members of the Tourists' Union (p. xxiv) often obtain considerable reductions *(rabatt)* on the ordinary fare. Return-tickets are usually valid for a month or more, but do not permit the journey to be broken. When tickets are taken on board the steamer (usual at small stations) a booking-fee of 30 ø. is common. The captains and mates generally speak English. The traveller should be careful to look after his own luggage.

The food is generally good and abundant, though a little monotonous. Vegetables are rare, and tinned meats, salt relishes, and cheese always preponderate at breakfast and supper. The tariff in the Bergen and Nordenfjeld steamers, which is a little higher than in the smaller vessels, is as follows: — food per day, including service, 5½ kr.; or, separately, the charge for breakfast is 1½ kr., for dinner (at 2) 2 kr. 40 ø., supper (at 7.30) 1½ kr.; attendance 50 ø.; cup of tea or coffee with biscuit or rusk *(Kavringer)* in the morning 35 ø.; small cup of coffee after dinner 20 ø.; beer 40 ø. per bottle, 25 ø. per half-bottle; claret 1¼ kr. per half-bottle. No spirits are procurable. The account should be paid daily, to prevent mistakes. The steward expects a fee proportioned to the length of the voyage and the services rendered.

Railways (Norw. *Jernbaner*, Sw. *Jernvägar*). Most of the railways are similar to those in other European countries; but in Norway and Sweden there are several narrow-gauge lines (3⅓ ft.), with two classes only, corresponding to the 2nd and 3rd on the other lines. The guard is called '*Konduktör*'. In both countries the railways observe Central Europe time (1 hr. ahead of Greenwich time). Luggage (50-70 lbs. usually free), except what the passenger takes into the carriage with him, must be booked. The average speed of the quick trains (Norw. *Hurtigtog*, Sw. *kurirtåg*, *snälltåg*) is 22-24 Engl. M., that of the mixed trains *(blandede Tog, blandade tåg)* 15-20 Engl. M. per hour. All the trains have smoking-carriages *(Røgekupé, rökkupé)* and ladies' compartments *(Kvindekupé, damkupé)*. Return-tickets are usually valid for a month.

On the *Swedish State Railways* there is a special zone-tariff for distances over 300 Kil. to the N. of Stockholm. Thus the 2nd cl. fare by express train from Stockholm to Kilafors (300 Kil.) is 18 kr., while the fare to Nalden (618 Kil.) is only 6 kr. 35 ö. more. These tickets permit the journey to be broken once (but if a night be spent, notice must be given to the station-master). Stoppages of the train at the official night-stations (comp. pp. 366, 374) are not reckoned as breaks on the journey.

The Railway Restaurants in Sweden and at the principal stations in Norway are generally good and not expensive; but those on the branch-lines are often poor. Passengers help themselves, there being little or no attendance. For breakfast the usual charge is 1¼-1½, for dinner or supper 1½-1¾ kr.; for a cup of coffee or half-bottle of beer 25 ø.; sandwiches 25-50 ø.; spirits not obtainable. The express-trains stop at certain stations, the names

of which are posted up in the carriages, to allow time (generally only 1/4 hr.) for meals.

Posting (Norw. *Skyds*, Sw. *Skjuts;* pronounced shöss or shüss in each case). Sweden is so well provided with railways and steamboats that travelling by road is rare except in the Norrland (RR. 65, 66), but in Norway there are still immense tracts of country where driving is the only means of communication. The new high-roads, maintained by government, are generally good, and the older roads are being improved; but some of the latter are very rough, with sudden ups and downs, reminding one of a switchback railway.

The *Skydsstationer* (pron. stashō'ner; which are usually inns also, see p. xxvi), or farm-houses whose proprietors are bound to supply travellers with horses whenever required, are situated at intervals of 6-15 Engl. M. If the stage is a short one and the horse good, the traveller may often drive on to the next station on getting leave from the station-master.

Those 'stations' where the proprietor *(Stations-Holder* or *Skyds-Skaffer)* is bound to have several horses always in readiness, and is liable to a fine if he keeps the traveller waiting for more than 1/4-1/2 hr., are called *Faste Stationer* (*i. e.* 'fixed stations', where a 'fixed' number of horses are in readiness), or usually by English travellers 'fast stations'. Another class of stations, now rare, except in little frequented districts, is the *Tilsigelse-Stationer* (or *Skifter*), the owners of which are bound to procure horses on getting notice or 'Tilsigelse' (from *tilsige*, 'to tell to', 'send to'). At these stations, justly called 'slow' by English travellers by way of antithesis to the 'fast', the charges are very low, but the traveller may often be kept waiting for hours. These delays are obviated by sending *Forbud* ('previous message') to stations of this class, and the same remark applies to 'slow' boat-stations. The 'Forbud' must arrive at least three hours before the time at which horses are required, or better on the previous day, and should therefore be dispatched two or three days beforehand. It is usually sent by letter or post-card, or by any one preceding the traveller on the same route †. Travellers pressed for time may also with advantage send 'Forbud' to 'fast' stations. — Those who wish to make an early start should invariably order the skyds the previous day; in country-inns the *Opvartningspige* (p. xxv) will take the order. Delay on the journey may be avoided by informing the 'Gut' before arriving at a station that the traveller intends to proceed at once *('jeg vil strax reise videre')*. — Every station-master is bound to keep a *Dagbog (Skydsbog)* or day-book,

† The *Forbudseddel*, or message, may be expressed as follows: — *Paa Skydsskiftet* (. . . name the station) *bestilles en Hest* (*to Heste*, etc.) *med Kariol (Karioler) eller Stolkjærre (Stolkjærrer) Mandagen den 20. Juli, Formiddagen (Eftermiddagen) Klokken et* (*to, tre*, etc.). *Paa samme Tid varm Frokost* (or *Middagsmad*) *for en Person* (*to, tre Personer*).

Date & Place. Signature.

Tariff for Posting ('Land-Skyds') in Norway.

Kilomètres	I. From Fast Stations.			II. From Slow Stations (*plus* 20 ø. per horse for 'Tilsigelse'; comp. p. xx).		
	For one person		Two pers.	For one person		Two pers.
	One horse (*plus* 1 ø. per Kil. for the saddle)	One horse with cariole or stolkjærre	One horse with stol-kjærre	One horse (*plus* 1 ø. per Kil. for the saddle)	One horse with cariole or stolkjærre	One horse with stol-kjærre
	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.
1	0.15	0.17	0.26	0.10	0.12	0.18
2	0.30	0.34	0.51	0.20	0.24	0.36
3	0 45	0.51	0.77	0.30	0.36	0.54
4	0.60	0.68	1.02	0.40	0.48	0.72
5	0.75	0.85	1.28	0.50	0.60	0.90
6	0.90	1.02	1.53	0.60	0.72	1.08
7	1.05	1.19	1.79	0.70	0.84	1.26
8	1.20	1.36	2.04	0.80	0.96	1.44
9	1.35	1.53	2.30	0.90	1.08	1.62
10	1.50	1.70	2.55	1.00	1.20	1.80
11	1.65	1.87	2.81	1.10	1.32	1.98
12	1.80	2.04	3.06	1.20	1.44	2.16
13	1.95	2.21	3.32	1.30	1.56	2.34
14	2.10	2.38	3.57	1.40	1.68	2.52
15	2.25	2.55	3.83	1.50	1.80	2.70
16	2.40	2.72	4.08	1.60	1.92	2.88
17	2.55	2.89	4.34	1.70	2.04	3.06
18	2.70	3.06	4.59	1.80	2.16	3.24
19	2.85	3.23	4.85	1.90	2.28	3.42
20	3.00	3.40	5.10	2.00	2.40	3.60
21	3.15	3.57	5.36	2.10	2.52	3.78
22	3.30	3.74	5.61	2.20	2.64	3.96
23	3.45	3.91	5.87	2.30	2.76	4.14
24	3.60	4.08	6.12	2.40	2.88	4.32
25	3.75	4.25	6.38	2.50	3.00	4.50

Tariff for Boats ('Baad-Skyds') in Norway.

Kilomètres	I. From Fast Stations.			II. From Slow Stations (*plus* 7 ø. per rower and 6 ø. per boat for 'Tilsigelse').		
	2 men with 4-oared boat and sail	3 men with 6-oared boat and sail	4 men with 8-oared boat and sail	2 men with 4-oared boat and sail	3 men with 6-oared boat and sail	4 men with 8-oared boat and sail
	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.
1	0.28	0.40	0.56	0.24	0.34	0.48
2	0.56	0.80	1.12	0.48	0.68	0.96
3	0.84	1.20	1.80	0.72	1.02	1.44
4	1.12	1.60	2.24	0.96	1.36	1.92
5	1.40	2.00	2.80	1.20	1.70	2.40
6	1.68	2.40	3.36	1.44	2.04	2.88
7	1.96	2.80	3.92	1.68	2.38	3.36
8	2.24	3.20	4.48	1.92	2.72	3.84
9	2.52	3.60	5.04	2.16	3.06	4.32
10	2.80	4.00	5.60	2.40	3.40	4.80
11	3.08	4.40	6.16	2.64	3.74	5.28
12	3.36	4.80	6.72	2.88	4.08	5.76
13	3.64	5.20	7.28	3.12	4.42	6.24
14	3.92	5.60	7.84	3.36	4.76	6.72
15	4.20	6.00	8.40	3.60	5.10	7.20
16	4.48	6.40	8.96	3.84	5.44	7.68
17	4.76	6.80	9.52	4.08	5.78	8.16
18	5.04	7.20	10.08	4.32	6.12	8.64
19	5.32	7.60	10.64	4.56	6.46	9.12
20	5.60	8.00	11.20	4.80	6.80	9.60
21	5.88	8.40	11.76	5.04	7.14	10.08
22	6.16	8.80	12.32	5.28	7.48	10.56
23	6.44	9.20	12.88	5.52	7.82	11.04
24	6.72	9.60	13.44	5.76	8.16	11.52
25	7.00	10.00	14.00	6.00	8.50	12.00

in which the traveller enters his orders and records his complaints if he has any to make. Travellers are entitled to proceed in the order in which their names are entered in this book.

On the great thoroughfares through Telemarken (R. 5), the Valders (R. 8), and the Gudbrandsdal (R. 9) it is often found more convenient to hire a carriage (*Vogn*, *Kaleschvogn*, or *Landau;* or a *Trille*, *i. e.* an open four-wheeler) and horses for the whole route, in order to avoid delays at the over-tasked stations. In this case there is no restriction as to the amount of luggage accompanying the traveller (comp. p. xxiii). Carriages may be obtained on application at any of the Tourist Offices (p. xiv). — On some of the long overland routes Messrs. Thos. Cook & Son (p. xiv) have provided landaus, carioles, and stolkjærres of a more comfortable description and better found than the ordinary vehicles of the country.

The ordinary vehicles supplied at the skyds-stations are the *Stolkjærre* (a light cart with seats for two persons), and the lighter and swifter *Kariol* (a light gig for one person). The latter is now rarely used on the main routes. The luggage is strapped or roped behind the traveller, on the top of it the *Skydsgut* (or simply *Gut;* the girl who sometimes takes his place is called *Jente*) takes his seat, and the traveller usually takes the reins *(Tømmer)* himself. If he does so he will be responsible for any accident, but not if he allows the 'Gut' to drive from behind. For very bulky or heavy luggage additional vehicles must be engaged. — As a rule about 8-9 Kil. (5-5½ Engl. M.), or less in hilly districts, may be covered in an hour. It is difficult to calculate very closely the time likely to be occupied by skyds-journeys, but an attempt to do so has been made in the account of some of our routes, and the Editor hopes, with the courteous assistance of travellers, to be able to extend the system to all the main routes. Speaking generally, about 70-80 Kil. (40-50 Engl. M.) may be accomplished in a day, but journeys of that length are, of course, fatiguing. The long strings of vehicles that are frequently seen converging upon the more frequented spots and favourite hotels, especially towards evening, should be avoided on account of the dust. For a similar reason it is considered 'bad form' for one carriage to overtake another, unless the difference of pace is very considerable. The horses, or rather ponies, are often overdriven by foreigners. As the average charge of 2-3*d.* per Engl. mile is a very inadequate remuneration to the *Skydspligtige*, or peasants who are bound to supply the horses, it is unfair on this account also to overdrive them. A frequent inscription in the skyds stations is '*Vær god mod hesten*' (*i.e.* be good to the horse), and travellers who obey this injunction will receive a good character from the 'Gut' at the successive stations and will in consequence be more cheerfully and quickly served. In every case the traveller in Norway will find his account more in politeness and civility than in anything approaching a dictatorial manner.

The posting-charge at 'fast' stations is fixed at 17 *ø.* per pers. per mile (compare the annexed tariff, printed on yellow paper); but in hilly roads and on the new government highroads the 'Skyds-Skaffer' is frequently authorized to charge for more than the actual distance between stations. On the first page of the 'Dagbog' is always entered the fare to the nearest station in each direction, whether by road or by rowing-boat. Distances under 5 Kilomètres (3 M.) are charged at the full 5 Kil. rate. At the slow stations the station master is entitled to a fee of 20 *ø.* per horse, in addition to the fare, for the trouble of getting it ready. Strictly speaking the fare may be exacted before the hirer starts, but it is usually paid at the end of the stage, when the 'Gut' receives a gratuity of about $1^1/_2$ *ø.* per kilomètre. The 'Gaardskarl', or man who helps to harness the horses, does not expect a fee. Nothing should be given to the peasant children who sometimes officiously open gates. At slow stations the station-master may dismiss the horses if the traveller who has ordered them is more than $2^1/_2$ hours late, and after the first hour of waiting he may exact 'Ventepenge' or waiting-money (amounting, for 1-$2^1/_2$ hrs., to the fare for 3-10 Kil.). Tolls, ferries, and similar dues are paid by the traveller.

Rowing Boats. For the conveyance of travellers by boat *(Baadskyds* or *Vandskyds)* the regulations are similar, but on all the principal routes steamers now ply. Those who have a guide with them may employ him as a rower, and thus dispense with one of the usual crew. Each rower *(Rōrskarl)* generally rows or 'sculls' with two oars. A boat manned with two rowers is therefore called a *Færing*, or four-oared boat, one manned with three rowers a *Sexring*, and with four rowers an *Ottering*. For short distances a Færing generally suffices. The tariff is determined by the size of the boat and not by the number of persons. The Tilsigelse fee is 7 *ø.* per man and 6 *ø.* per boat. As the fares are very unremunerative, the traveller should add a liberal gratuity.

Walking Tours. Neither Norway nor Sweden is suitable for long walking excursions, as the distances are too great, and the points of interest too far apart. A few districts in the Swedish Norrland are, however, accessible to pedestrian tourists. In Norway there is no lack of short excursions which can be made on foot only. Besides the passes over the mountains to the W. coast from the *Sætersdal* (p. 5), *Hallingdal* (p. 30), and *Telemarken* (pp. 46-48), and the excursions and ascents in *Jotunheim* (R. 22) and *Sondmøre* (p. 190), we may mention in this connection the passes, often very beautiful, connecting the heads of different fjords (comp. pp. xvii, 101, 103, 137, 140, 189, etc.). Several fine walks may also be taken in the *Norrland* (RR. 30, 33). The footpaths are, as might be expected, far inferior to those among the Alps. On very hilly roads walking is quicker than driving, in which case a cariole or cart may advantageously be hired for luggage only. In many cases the only

means of forwarding luggage is offered by the steamers. Application for farther particulars may be made to the tourist-agents (p. xiv).

Cycling Tours. Both Sweden and Norway afford good opportunities for cycling; and the cyclist, perhaps, enjoys a greater measure of independence than any other traveller.

All steamship companies running direct to Norway and Sweden carry passengers' cycles from England free of charge. By the Esbjerg route from Harwich cycles are booked through at ordinary luggage rates, plus a registration fee of 6*s*. 5*d*. per machine to Malmö or 5*s*. 10*d*. to Helsingborg. It is not desirable to take a crate when the machine is accompanied by its owner, but the frame should be carefully swathed in some kind of cloth-covering to protect the enamel and bright parts from the sea-air.

Cyclists entering Sweden must deposit at the custom-house by which they enter the duty of 25 kr. (about 1*l*. 8*s*. 0*d*.) per machine. A cyclist entering the country at Stockholm, Gotenburg, Malmö, Helsinghorg, Landskrona, Mon, Charlottenberg, or Storlien may, when leaving, claim his deposit at any other of those places. If, however, the cyclist enters at any other place not given in the above list, he must, in order to obtain the return of his deposit, leave the country by the same custom-house by which he entered. In any case the refund of the duty must be claimed within two months. Cycles entering Norway are subject to a duty of 30 kr. (1*l*. 13*s*. 4*d*.), a deposit of which amount must in the ordinary way be made by the tourist. Members of the *Cyclists' Touring Club* (47 Victoria St., London, S.W.) are exempted from this obligation, the club being known to the Norwegian customs-authorities as the 'International Touring Club for Cyclists'. The Cyclists' Touring Club has also concluded agreements with the Touring Clubs of Norway, Sweden, and Denmark, whereby members of the English club are entitled to the benefit of reductions in hotel-tariffs, etc., obtained by those bodies in their respective countries.

As a rule, the newer roads in Scandinavia are excellent. They dry quickly after rain, but during rain they are apt to become greasy and care must be taken to guard against side-slip. They are magnificently engineered, and the gradients are very easy. Some of the older roads are less to be recommended to the cyclist owing to their steepness and the looseness of their surface. Riding after dark on mountain-roads is dangerous, though it would be well to take a lamp in view of any unforseen emergency. The fjord-steamers carry accompanied bicycles free of cost, and the wheelman can further utilise them for sending on his extra luggage, retaining only enough for immediate requirements. A thoroughly trustworthy brake is essential, especially in Norway. The wisest plan is to have a good strong rim-brake on the front-wheel and an additional brake on the back-wheel. It is important to keep one's machine at all times well under control, as gates across roads are continually encountered, often at unexpected turnings, and drivers allow their animals to wander at will, so that one not unfrequently finds the road entirely blocked by a vehicle standing across it. Again, the mountain-roads are narrow and protected only by stones set at intervals varying from a few inches to several feet; sometimes the gap is quite sufficient to allow a cycle to pass through at full length.

Perhaps the favourite ride in Norway is that through the Gudbrandsdal and the Romsdal — from Christiania train or cycle to Minne, steamer to Lillehammer, cycle to Veblungsnæs. Here steamer may be taken to Molde and along the coast to Bergen, train to Vossevangen, cycle to Gudvangen, steamer to Lærdalsøren, cycle viâ Husum and the Hallingdal to Hønefos, and return to Christiania. This route may be varied by branching off at Domaas and riding over the Dovre Fjeld to Trondhjem or Sundalsøren; or by branching off at Bredevangen and riding viâ Skeaker to Marok, or to Hjelle, whence by steamer and cycle to Visnæs. Another ride from Christiania is viâ Hamar to Elverum, thence through the Østerdal and Gulddal to Trondhjem.

In Sweden the roads in the neighbourhood of Stockholm and those in the extreme south of the country are the most suitable for the cyclist. The roads vary greatly, but a good cycling map will often enable the rider to train undesirable portions. The number of possible rides is infinitely greater in this country than in Norway; among them may be mentioned: — a. Helsingborg to Stockholm viâ Jönköping, Linköping, Norrköping, and Nyköping (642 Kil.). b. Lund to Karlskrona viâ Christianstad and Karlshamn (216 Kil.). c. Gotenburg to Stockholm viâ Falköping, Laxa, and Vexiö (559 Kil.).

Several of the best routes in Norway, Sweden, and Denmark are described in the 'Continental Road Book' of the C. T. C. (vol. iii). Among the cycling maps published in the country mention may be made of that for S. Norway ('Hjulturistkart over det Sydlige Norge') published by the Norwegian C. T. C. ('Norsk Hjulturist-Forening'), the headquarters of which are at Christiania. Maps are also supplied by theEnglish C. T. C.

V. Luggage. Equipment. Tourist Clubs.

Luggage. Travellers who intend travelling by cariole should not take more than 30-40 lbs., packed in a small and strong box and a carpet-bag, to which may be added a wallet or game-pouch for walking excursions. A soft or compressible portmanteau is not recommended, as the 'Skydsgut' always sits on the luggage strapped on behind. Suitable leathern trunks are sold at Christiania, Bergen, and elsewhere for about 20 kr. A supply of stout cord and straps will be useful, and a strong umbrella is indispensable.

Equipment. The traveller should avoid the common error of overburdening himself with 'articles de voyage', eatables, or anything not absolutely necessary. On the ordinary routes, and even in remoter places, tolerable food can almost always be obtained. Tea and essence of coffee will, however, sometimes be found useful. Spirits are not to be had at the inns, but good Cognac may be purchased in the larger towns for 4-5 kr. per bottle. A field-glass *(Kikkert)*, a pocket corkscrew, and a small clothes-brush will be found useful. As to clothing, two strong but light tweed suits, a change of warm underclothing, a pair of light shoes for steamboat and cariole use, and a pair of extra-strong Alpine boots for mountaineering ought to suffice. Add a stout and long ulster, a light waterproof, and a couple of square yards of strong waterproof material, as a wrapper for coats and rugs, or for covering the knees in wet weather, as the aprons *(Skvætlæder)* of the carioles are often dilapidated. Visitors to Lapland and the Swedish Norrland should further be provided with veils to keep off the gnats. Ladies travelling in Norway should also dress as simply, strongly, and comfortably as possible, eschewing ornament. For the rougher mountain tours they should take stout gaiters or leggings.

Further Hints. An old hand recommends a few safety-pins to be used in keeping scanty sheets from parting company with the blankets or shrinking into a wisp. — For mountaineering it is even more important than in Switzerland to have very strong boots, waterproof if possible, and high in the ankle, as bogs and water-courses often have to be crossed. To the equipment already mentioned may be added sewing-materials, a few buttons, arnica, glycerine, and a candle or two. — Good alpenstocks

are not to be obtained in Norway; it is a good plan to bring a proper iron spike from home and have it fitted with a shaft in Christiania or Bergen. — Plenty of small change is desirable, as already mentioned. — In the Swedish Norrland a veil for protection against the gnats, oil *(Myggolja)* to apply to their bites, and carbolic soap are essential. For tours beyond the routes mentioned in the Handbook travellers require a tent, 'bandsko', sleeping-sacks, etc.; apply for information to the Tourists' Union at Stockholm (pp. 306, 386).

Guides charge 4-6 kr. per day and provide their own food, but a bargain should always be made beforehand.

Tourist Clubs. The *Norske Turistforening* ('tourists' union'), founded in 1866, extends its useful operations throughout Norway, building refuge-huts, improving paths, appointing guides, etc. There are now 2700 members, about one-fifth of the number being English and Scottish. The subscription is only 4 kr. per annum (life-membership 50 kr.), for which a copy of the '*Aarbog*' will be sent to the subscriber through any Norwegian address he names. The club button *(Klubknap)*, worn as a distinctive badge, costs 80 ø. more. The members are received with marked courtesy in the mountain-regions, and have a preferential right to accommodation at the club-huts (see p. 142).

The *Svenska Turistförening* (Stockholm, p. 306) is a similar club, founded in 1884 and numbering 15,000 members. The annual subscription is 3 kr., which entitles the member to a copy of the '*Årsskrift*'. The club has honorary representatives *(Ombud)* at numerous points, who lend all assistance to members, while there are numerous other advantages attached to membership (comp. p. xix). A circular is sent on request from the club's offices at Stockholm, containing much useful information, especially as to travelling in the Swedish Norrland.

The *Norwegian Club* (11 Charing Cross, London, S.W.) is an institution, on the lines of the Alpine Club, for those interested in Norway (annual subs. 1*l.* 1*s*., for country members 10*s.* 6*d.*). It has a library, arranges lectures, and publishes a year-book.

VI. Hotels and Inns.

Except in the capitals and a few of the favourite summer-resorts, hotels of the first class are rare in Norway and Sweden. But very fair hotels are rapidly springing up in other regions also, affording cheap and tolerable quarters. Many of these new hotels in Norway are admirable examples of the national timber architecture, though they are apt to be noisy. In view of the inflammable nature of their material they are furnished with numerous exits. The so-called 'sanatoria', answering to the British hydropathics or the American 'summer boarding-houses', are well spoken of for a residence for some little time. The usual charges at the first-class hotels are: R. 1½-3, B. 1¼-1½, D. 2-3, S. 1½ kr.; at the second-class houses: R. 80 ø.-1 kr., B. 1-1¼, D. 1½, S. 1-1¼ kr. The humbler inns in the less frequented districts are even cheaper; so that pedestrians in the regions indicated at p. xxii may often obtain board and lodging for

$3^1/_2$-4 kr. per day. The bedrooms, though plain, are scrupulously clean. Attendance is not usually charged in the bill; a fee of 40-50 ø. from each person (Norw. *Drikkepenge*, Sw. *drickespenningar*) to the servant or *Opvartningspige* (addressed as *Frøken*) suffices. In Norway, as a rule, every *Skydsstation* is also an inn (affording 'godt Kvartēr' or 'slet Kvartēr', according to circumstances), corresponding to the Swedish *gästgifvaregård*. In Sweden, and still more in Norway, the manners of the innkeepers are reserved and homely, but there is no lack of real politeness and attention. On the other hand, as the people are rather slow in their movements, travellers intending to make an early start should make all their arrangements overnight.

Tables-d'hôte are almost unknown in Sweden. The *Smörgåsbord* or *Brännvinsbord*, where various relishes, bread-and-butter, and liqueurs are served as stimulants to the appetite, is an institution peculiar to Sweden, and should be patronised very sparingly. A charge of 30-50 ö. is usually made for it; sometimes, when the *Smörgåser* are served on small plates, the charge is 75 ö. In the evening, from 7 to 10, small portions of meat, etc., known as *Sexor* (six o'clock meal) are served to those who wish a light supper (from 75 ö.).

In Norway, on the other hand, tables-d'hôte prevail, and it is sometimes difficult to procure anything to eat between the fixed hours except tea and bread-and-butter or biscuits. The tinned meats ('Hermetiske Sager'), salted anchovies, cheese, etc., which form the staple of breakfast and supper, should be avoided as much as possible.

The waiter (Norw. *Opvarter;* Swed. *kypare*, *vaktmästare*, *garçon*, *markör*) usually receives a gratuity of 10 ø. or more for each meal.

The following dishes are among the commonest in the bills of fare (Norw. *Spisesedel*, Swed. *Matseddel*): —

Norwegian.	English.	Swedish.	Norwegian.	English.	Swedish.
Suppe	Soup	*Soppa*	*Aal*	Eel	*Ål*
Kjødsuppe	Broth	*Buljong*	*Gjedde*	Pike	*Gädda*
Kjød	Meat	*Kött*	*Ørreter*	Trout	*Foreller*
kogt	boiled	*kokt*	*Torsk*	Cod	*Torsk*
stegt	roasted	*stekt*	*Sild*	Herring	*Sill*
Oxekjød	Beef	*Oxkött*	*Grønsager*	Vegetables	*Grönsaker*
Kalvesteg	Roast veal	*Kalfstek*	*Bønner*	Beans	*Bönor*
Koteletter	Cutlets	*Kotletter*	*Ærter*	Peas	*Ärter*
Faaresteg / *Bedesteg*	Roast mutton	*Fårstek*	*Poteter* / *Kartofler*	Potatoes	*Potatis*, *Potäter*
Flesk	Pork	*Fläsk*	*Æg*	Eggs	*Ägg*
Raadyrsteg	Roast venison	*Rådjurstek*	*Pandekager*	Pancakes	*Pankakor*
Rensdyrsteg	Roast reindeer	*Renstek*	*Ost* (short)	Cheese	*Ost*
Fjærkræ	Poultry	*Fjäderfä*	*Smør*	Butter	*Smör*
And	Duck	*And*	*Kager*	Cakes	*Kakor*
Gaas	Goose	*Gås*	*Rødvin*	Red wine	*Rödvin*
Fisk	Fish	*Fisk*	*Hvidvin*	White wine	*Hvidtvin*
			Øl (short)	Beer	*Öl*, *bier.*

Beer is the usual Scandinavian beverage (Norw. *halv Flaske*, Swed. *half butelj*, 20-25 ø.), but good claret and other wines are

generally to be had at the larger inns and on board the steamers. Spirits are never sold at the hotels or on board the steamers, but may be purchased at the shops in the towns. Drunkenness, which used to be a national vice, has been greatly diminished by recent liquor laws, the principles of which (much the same in both Norway and Sweden) are indicated at p. 278.

Cafés are almost unknown in Norway, but are to be found in the larger Swedish towns. One of their specialties is Swedish punch, a mixture of rum or arrak with lemon-juice and sugar, drunk as a liqueur and undiluted (25-40 ö. per glass). With ice in summer it is a palatable, but not very wholesome beverage. Beer on draught can be had in the large towns only. — Cafés and restaurants are frequently closed on Sun., from 8.30 a.m. to 1.30 p.m.

Baths in Norway and Sweden are as a rule very primitive. The bath-houses in the fjords and lakes are for gentlemen only.

VII. Sport.

Sport of all kinds has fallen off greatly in Norway and Sweden of late years. Excellent salmon-fishing is indeed still obtainable, but only at high rents, and the best rivers, such as the *Namsen-Elv* above Namsos, are let on long leases, chiefly to wealthy Englishmen. Good trout-fishing, however, may still be had by those who are prepared for some hardships. Many rivers are now leased by hotel proprietors for the benefit of their guests. Amongst these may be mentioned the *Loen-Elv*, belonging to the Hôtel Alexandria at Loen (p. 178); the *Rauma*, near the Holganäs Hotel in the Romsdal (p. 201); and the *Fortun-Elv*, near Skjolden (p. 138). Trout-fishing may be enjoyed by visitors to *Aaserals Sanatorium* (p. 88), the *Hôtel Gloppen* (p. 177), etc.

It is difficult now to obtain good shooting in Norway or Sweden. The mountains enclosing the Hallingdal still afford reindeer shooting, which may also be had on the Hardanger Vidda, near the Romsdal, near Røros, in Lapland, or, still better, in Spitzbergen; and wild-fowl abound in many parts of Norway, particularly in the trackless forests of Østerdalen, in the Östra and Vestra Dal in Dalarne, around the Storsjö in Jemtland, and in Lapland; but in every case the sportsman will find serious difficulties to contend with. In the first place most of the mountain and forest districts, where the best sport is obtainable, belong to government, and by a Norwegian law of 1877 a license to shoot there costs from 200 to 1000 kroner. Again, though no license is required when permission is obtained to shoot over private property, the sport is generally very inferior. Another drawback to the sportsman's enjoyment is the difficulty of obtaining tolerable quarters. The Swedish game-laws, however, are less stringent, a license for shooting on unenclosed land belonging to government being seldom required. — The importation of dogs into Norway is forbidden.

The CLOSE SEASONS in Norway are as follows: — For heath-hen and black-hen (*Rei* and *Urhøne*), 15th March to 15th Aug.; capercailzie (*Tjur*), blackcock (*Urhane*), and hazel-hen (*Hjerpe*), 15th May to 15th Aug.; partridge (*Raphøne*), 1st Jan. to 1st Sept.; eider-duck (*Ederfugl*), 15th April to 15th Aug.; ptarmigan (*Rype*), 15th May to 15th Aug.; reindeer (*Rensdyr*), 1st April to 1st Aug.; hare (*Hare*), 1st June to 15th Aug.; elk (*Elg*, *Elsdyr*), beaver (*Bæver*), and deer (*Hjort*), 1st Nov. to 1st Aug. (but foreigners are at present prohibited from shooting these last at any time). — For salmon (*Lax*) and sea-trout (*Sø-ørret*) in rivers, estuaries, and lakes, 14th Sept. to 15th April; in brooks or on the sea-coast, 14th Sept. to 14th Feb.

The close seasons for game in Sweden are nearly the same, usually ending on 9th August.

Comp. 'Norwegian Anglings and Sportings', issued by *Messrs. J. A. Lumley & Co.*, Lumley House, 34 St. James's St., London.

VIII. Maps. Books.

Maps. In maps of a vast country like the Scandinavian peninsula there is plenty of room for names; but as it is thinly peopled the names are apt to mislead, farm-houses and even 'sæters' or chalets being sometimes marked almost as boldly as Christiania itself. In the maps in the Handbook the names of unimportant 'gaards' have been omitted, but those of churches retained. When a place has several different names the commonest is given.

In NORWAY the series of *Ordnance Maps*, begun in 1826, on the scale of 1 : 200,000, is all that is available for a great part of the country. The older of these maps are often indistinct, the plates having suffered from frequent use. A new ordnance map in 200 sheets, on a scale of 1 : 100,000, called the '*Topografisk Kart over Kongeriget Norge*' (water coloured blue, mountains indicated by contour lines and shaded in chalk), and a less satisfactory '*Generalkart over det sydlige Norge*', on a scale of 1 : 400,000 (in three colours; to be completed in 18 sheets) are now in progress. Of the former 108 sheets had appeared in 1898. — The most suitable travelling maps are the *Reisekart over det Sydlige og Nordlige Norge*, on a scale of 1:800,000, prepared from official sources by *P. Nissen* (published by Cammermeyer of Christiania; S. Norway in two sheets at 1½ kr. each; N. Norway, four sheets, in two covers, at 2 kr. each), with the 'skyds-stations' and the distances carefully marked, and *Oscar Nielsen's Lomme-Reisekart over Norge* (1 : 400,000; same publishers; in fourteen sections at 40-80 ø. each), embracing the most frequented regions. A '*Reisekart over Søndmøre*' by *Kristofer Randers* (1 : 250,000) was published in 1894. Lastly we may mention *Haffner & Dahl's Kart over Finmarkens Amt* (1:400,000; two plates).

Of SWEDEN there is an excellent new ordnance map, called the '*Topografiska Corpsens Karta öfver Sverige*' (water coloured blue), on a scale of 1 : 100,000. In 1898 there had appeared 84 sheets, extending on the N. to Lake Venern and Gefle. — Another good map is the '*Generalkarta öfver Sverige*' (1 : 1,000,000), in three plates. For N. Sweden may be mentioned the '*Karta öfver Norrbottns Län*' (1: 200,000; in 45 sheets), now in course of publication.

The portions of this map specially useful to tourists have been published together in a special cover (3 kr.), by *Dr. Frederick Svenonius*, author of a guide to N. Sweden.

Books. Of the numerous books treating of Norway and Sweden a few useful and accessible works are mentioned here: —

Abercromby, John, The Pre- and Proto-Historic Finns, Lond., 1899.
Annuaire Statistique de la Norvège (official, pub. at intervals).
Baker, Mrs. Woods, Pictures of Swedish Life, Lond., 1895.
Brace, C. Loring, The Norse Folk, etc., New York, 1857.
Bradshaw, J., Norway, its Fjords, Fjelds, and Fosses, Lond., 1896.
Broch, Royaume de Norvège, etc., 2nd ed., 1878.
Chapman, A., Wild Norway, Lond., 1897 (recommended to the sportsman and naturalist).
Comparetti, Domenico, The Traditional Poetry of the Finns (Engl. trans. by *Isabella M. Anderton*; Lond., 1899).
Du Chaillu, P. B., Land of the Midnight Sun, 2 vols., 1881.
Forbes, J. D., Norway and its Glaciers, Edin., 1853.
Hare, A. J. C., Sketches in Holland and Scandinavia, Lond., 1885.
Hyne, Cutcliffe, Through Arctic Lapland, Lond., 1898.
Keary, C. F., Norway and the Norwegians, Lond., 1892.
Lloyd, L., Scandinavian Adventure, Lond., 1854.
Lovett, Norwegian Pictures, 1885.
Metcalf, F., Oxonian in Thelemarken, 2 vols., Lond., 1858.
"*Old Bushman*", Ten Years in Sweden, Lond., 1865.
Oppenheim, E. C., New Climbs in Norway, Lond., 1899 (Søndmøre district).
Otté, Miss E. C., Denmark and Iceland, Lond., 1881.
Pritchett, R. T., Gamle Norge, Lond., 1879.
Sandeman, Fraser, Angling Travels in Norway, Lond., 1895.
Schübeler, Viridarium Norvegianum (admirable account of the flora).
Stone, O. M., Norway in June, Lond., 1889.
Taylor, Bayard, Northern Travel, Lond., 1857.
Thomas, W. W., Sweden and the Swedes, Lond., 1892.
'Three in Norway', by Two of Them, Lond., 1887.
Vicary, J. F., An American in Norway, Lond., 1885.
Vincent, Norsk, Lapp, and Finn, 1881.
Wood, Round about Norway, Lond., 1882.
Wood, C. W., Under Northern Skies, Lond., 1886.

IX. Names and their Meanings.

The spelling and pronunciation of the names of Scandinavian places is very variable. In Sweden the modified *a* and *o* are written *ä* and *ö*, in Norway usually *æ* and *ø*, while *ä* and *ö* also occur, the latter being sometimes used to indicate the short sound of the letter. Again in Norway *aa* (or *å*), *au*, *ou*, and *o* are frequently

interchanged, as in *Laag (Låg)*, *Laug*, *Loug*, or *Log*, 'river', and *Haug* or *Houg*, 'hill'. The vowels *ø*, *u*, *ei*, *øi*, and *e* are also frequently interchanged, their pronunciation remaining nearly identical, so that the same word will sometimes assume such various forms as *Synjereim*, *Sønnerheim*, or *Sønnerum*, *Bredheim* or *Breum*, *Marok*, *Mæraak*, or *Merok*, *Eidfjord* or *Øifjord*. The letter *d* in combination with other consonants or at the end of a word is usually mute, and therefore often omitted (as *Meheia* for *Medheia*, *Haukeli* for *Haukelid*, *Grotli* for *Grotlid*, etc.). Lastly, *g* and *k*, when hard, are often used indifferently, as *Agershus* or *Akershus*, *Egersund* or *Ekersund*, *Vig* or *Vik*. The article *en* or *et* (see grammar in the appendix) is often added in common speech to names which appear in the map without it (*Krogleven*, *Kroglev*, etc.). In Danish or Norwegian the letter *w* does not occur, but in Swedish *v* and *w* are constantly interchanged.

In both countries the traveller will often be struck by the primitiveness of the nomenclature, many names signifying merely 'the creek', 'the promontory', 'the lake', 'the end of the lake', 'the river', 'the river-valley', 'the valley-river'. Farm-houses again are usually named after their proprietors, and the converse is often the case. The following is a list of several common Norwegian words (*æ* and *ø* being placed last in the alphabet): —

Aak, *Ok*, probably contracted from *Aaker* or *Ager*, field, cultivated land.
Aar, from *Aa*, river.
Aas, ridge.
Aur, see *Øre*.
Bakke, hill.
Bræ, glacier.
Bu, *Bø*, 'Gaard', hamlet.
By, town, village.
Bygd, parish, district, hamlet.
Dal, valley.
Egg, corner, edge, ridge.
Odde, tongue of land, promontory.
Os, mouth, estuary.
Plads, hamlet, clearing.
Præstegaard, parsonage.
Sæter, 'chalet', mountain farm, cowherds' hut.
Sjø, *Sø*, lake.
Stabbur, storehouse.
Stul, *Støl*, see 'Sæter'.
Stue, wooden house, sæter, hut.
Eid or *Eide*, isthmus, neck of land.
Elv, river.
Fjære, ebb-tide, the beach exposed at ebb-tide.
Fjeld, mountain.
Fjord, bay, arm of the sea.
Fos, waterfall.
Gaard, farm-house (Engl. 'yard').
Gald, rocky slope.
Grænd, group of chalets.
Haug, *Houg*, hill.
Hei, *Heia*, barren height.
Helle, slab, rock, cliff.
Sund, strait, ferry.
Thveit (Eng. 'thwaite'), clearing.
Tind, peak.
Tjærn, *Tjern*, or *Kjærn*, mountain-lake, 'tarn'.
Tuft, *Tomt*, site of house, plot of ground (English and Scotch provincial 'toft', 'toom').
Ur, rubble, loose stones.
Vaag, bay, harbour.
Hyl, *Høl*, hollow, basin.
Kirke, church.
Klev, cliff.
Kvam, *Qvam*, ravine.
Laag, *Log*, *Laug*, *Loug*, river.
Lund, grove, thicket.
Lykke, hamlet, garden.
Mark, field.
Mo, *Mog*, plain, dale.
Mork, *Mørk*, forest; also a 'mountain-tract'.
Næs, nose, promontory.
Nut, mountain-top, peak.
Vand, *Vatn*, water, lake.
Vang, meadow, pasture.
Vas, contracted genitive of 'Vand'.
Vig, *Vik*, creek.
Yel, sandy slope.
Ø, island.
Øe, *Øy*, peninsula, tongue of land.
Øre, *Øyr*, alluvial or gravelly soil, tongue of land.

Many places have two or more names, one usually applying to the church, another to the principal 'gaard', a third to the posting-station, and so on, the number of names being sometimes in an inverse ratio to the importance of the place.

X. On the Physical Geography of Scandinavia.

Situation. Geological Formation. Coast Line.

Scandinavia, the largest peninsula in Europe, embracing the kingdom of Norway on the W. and N. sides, Sweden on the E. and S., and part of Russia to the N.E., is about 296,500 Engl. sq. M. in area. It extends from S.S.W. to N.N.E. between 57° 57′ and 71° 11′ N. latitude, being upwards of 1100 Engl. M. in length. Between the Gulf of Bothnia and the N.W. coast its breadth is about 260 Engl. M., and towards the S. it gradually increases, though at the point where the Trondhjem Fjord forms a deep indentation it narrows to 160 M. Farther to the S., in latitude 60° (that of Christiania and Upsala), the width increases to 435 M., beyond which Norway forms a rounded peninsula ending in Cape Lindesnæs (58° 59′), while the S. part of Sweden forms another peninsula to the S.E. of the Christiania Fjord, gradually narrowing, and terminating in the promontory of Falsterbo (55° 20′) near Copenhagen. The entire coast-line of the peninsula, disregarding its innumerable indentations, measures 2060 M. in length, the part between Cape Lindesnæs and Vadsø alone measuring 1250 M.

The peninsula contains no distinctly connected mountain-ranges like those in most other countries, but mainly consists in its W. part of a vast elevated plateau, descending abruptly to the western fjords and sloping gradually down to the plains of Sweden and the Gulf of Bothnia on the E. side. Roughly speaking, a line drawn parallel with the W. coast, about 50-60 Engl. M. inland, marks the boundary of the mountain-plateau, the W. margin of which is deeply indented with innumerable bays and creeks, and fringed with a belt of countless rocky islands. The latter are known as *Skjær* (Sw. *skär*), and the island-belt as the *Skjærgaard (skärgård)*. To different parts of the mountain-plateau are applied the names of *Fjeld* ('fell'), *Heidar* ('heights'), and *Vidder* ('widths', barren expanses), and in the N. part of the peninsula *Kjøler* ('mountain ranges'), and from it rise at intervals rounded and occasionally pointed peaks of considerable height.

The **Mountains** are composed almost entirely of primary rocks, presenting nearly the same form as when originally solidified, and are rarely overlaid with more recent formations, so that for the geologist they possess the charm of the most hoar antiquity. These primary rocks consist of granite, gneiss, mica, hornblende, slate, quarzite, clay-slate, limestone, and dolomite, disposed in strata, corresponding with which are occasional well-defined layers of later slate-formations and particularly of limestone. At places, notably in the *Romsdal*, or Valley of the Rauma, the gneiss, the oldest of these rocks, towers in most imposing pinnacles, 5000-6000 ft. in height, unencumbered by any later formations. That

valley extends from the Moldefjord to the S.E., intersecting the pure gneiss rock, which rises on each side in almost perpendicular cliffs, 2000-3000 ft. in height, and is afterwards prolonged by the Gudbrandsdal descending to Lake Mjøsen. In grandeur of rock-scenery, and in the purity of its formation, this magnificent valley is hardly inferior to the far-famed Yosemite Valley of the Sierra Nevada in California.

About the year 1840 rocks of the **Silurian Formation** were discovered by geologists near the *Christiania Fjord*, and other deposits of that period have since been found in *Skåne*, *Vester-Götland*, the island of *Gotland*, *Herjeådalen*, and *Jemtland* in Sweden, and also on the banks of *Lake Mjøsen* and in *Trondhjems Stift* in Norway, but nowhere of great extent. The largest Silurian basin in the peninsula is that of the *Storsjö* in Jemtland, a lake of 2570 Engl. sq. M. in area.

One of the most instructive sections of the country is formed by the route from Sundsvall in Sweden to Östersund on the Storsjö and Trondhjem in Norway. The primitive crystalline rocks of Jemtland are first replaced by limestone, extending to the E. bank of the lake, where the Silurian formations begin. These stretch westwards to the great mountain backbone of Sweden and Norway. On this route rises *Åreskutan*, the highest mountain in Sweden (p. 371), part of the base of which on the E. and W. sides belongs to the Silurian formation, while the primary rocks, consisting of quartzite, hornblende, mica-slate, and gneiss, protrude through it all the way to the summit. From this vantage-ground we obtain an excellent idea of the character of the Scandinavian mountains. Many of the hills, rounded and worn by glacier-action, are almost entirely bare, or clothed only with lichens (*Cetraria cucullata nivalis*, *Cronicularia ochroleuca*, etc.), and present an exceedingly sombre and dreary appearance. The slopes of the intervening basins are often well wooded, but the lower plateaux are mainly covered with vast tracts of lake and marsh.

Coal occurs here and there in the peninsula. The coal-measures of Helsingborg at the S. extremity of the peninsula are of considerable extent. On the island of *Andø*, one of the Vesteraalen group, in latitude 69°, a bed of coal was also recently discovered at the mouth of the Ramsaa, the organic remains in which prove that the island must have undergone violent convulsions about the period when the coal was formed. Under the sea extends a thick seam of coal, above which lie strata of sandstone, clay-slate, and later coal, extending into the island. The island must therefore have once been larger than now, and thickly clothed with vegetation, after which it appears to have been submerged and then upheaved anew.

The configuration of the mainland must at one time have differed greatly from its present form. That it was once higher above

the sea than now is proved by the nature of the coast with its water and ice-worn fjords, straits, and isthmuses *(Eide)*. On the other hand the sea appears within recent centuries to have receded at places. This was first observed by *Celsius* (d. 1744) and *Linnæus* (d. 1778), who caused marks to be made on the rocks at Kalmar and Gefle with a view to measure the retrocession of the sea, by the German naturalist *Hell* at Vardø in 1769, and by *L. von Buch*, the geologist, in 1807. Throughout a vast tract, extending from Spitzbergen to about latitude 62°, the whole country is ascertained to be gradually rising, or the sea to be receding. In the *Altenfjord*, near Hammerfest, there are ancient coast-lines 620 ft. above the present sea-level, and others gradually decreasing in height extend all the way to Trondhjem and still farther S., while at *Trondhjem* itself it is well authenticated that the coast has risen 20 ft. within 1000 years. At *Torneå*, at the head of the Gulf of Bothnia, the ground is even said to have risen 5 ft. in a century; in the *Åland Islands*, farther to the S., a rise of 3 ft. within the same time has been observed; while at *Karlskrona* no change of level has been detected. To the S. of Karlskrona, on the other hand, a gradual depression of the land or encroachment of the sea appears to be taking place. These calculations are probably not very trustworthy, but careful measurements made at eleven different places between 1839 and 1865 proved that the average rise of the coast-line between Maasø and Christiania during that period was 1 foot. According to *Kjerulf*, the most eminent of the Norwegian geologists, the elevation of the coast has taken place fitfully, as several facts tend to prove. Thus it will generally be observed that in all the Norwegian valleys and fjords there are several distinct terraces, between which there is a sudden and well-defined dip, and that the old coast-lines, with their heaps of débris, descend abruptly at their lower ends at an angle of 25-30°. Again it will be noticed that the different water-levels on the rocks are marked by a kind of disintegrated pathway or furrow, each separated from its neighbour by a comparatively intact and unworn surface.

With regard to the **Glaciers** of Norway, the traveller will observe that all the most important are situated to the S. of latitude 67°. The largest is the *Jostedalsbræ* (p. 126), lying between lat. 61° and 62°, 515 Engl. sq. M. in area, and the largest glacier in Europe. In form it resembles an enormous roof, from which a number of offshoots descend to within 150-200 ft. of the sea-level. A similar ice-mantle is that of the *Folgefond* (p. 101), a little to the S. of lat. 60°, and another of vast extent is that of *Svartisen* (p. 231), within the Arctic Circle. The upper parts of these glaciers form immense and nearly level expanses of dazzling ice and snow, unbroken by moraines or crevasses, except where their ramifications descend into the valleys, or by peaks rising above them. These plateaux of ice correspond with the mountain

configuration peculiar to Norway, and on a small scale they afford an idea of the character of the glaciers which once covered the whole country. Of that glacier-period numerous traces still exist in Scandinavia. Striated rocks are everywhere observable, from the coast-line upwards; the débris of moraines is distributed over every part of the country; and the soil formed by glacier friction now forms good cultivable land and affords abundant material for brick-making. ERRATIC BLOCKS seem to have been first deposited in S. Sweden by the glaciers on their southward course, and they abound in N. Germany, sometimes lying a few feet only below the surface of the soil, sometimes clustered together with sand, mud, and gravel, and rising into hills of 70-185 ft. in height, called *Åsar* in Sweden, and known in Ireland and Scotland as escars and kames.

The coast is indented with innumerable **Fjords**, most of which have minor ramifications. Similar indentations occur in the precipitous W. coast of N. America, extending northwards from the Strait of Juan de Fuca, and on the S. American coast, to the S. of the Island of Chiloe, and on a smaller scale there are numerous fjords on the W. and E. coasts of Greenland, in Spitzbergen, Nova Zembla, and on the W. coasts of Iceland, Scotland, aud Ireland. All these fjord-formations cease within 40-50° from the equator, and at the same time they generally correspond with the rainiest regions of the countries where they occur. The E. coast of Scandinavia was probably also at one time indented with fjords, to which the numerous inland lakes once belonged, but which have gradually been filled up by the alluvial deposits of the rivers. That the fjords have been formed, as would naturally be supposed, by the erosive action of ice and water, seems to be disproved by the fact that they are often much deeper than the sea beyond their mouths. The Sognefjord, for example, is no less than 4100 ft. deep at places. The fact appears rather to be that these basins existed before the glacier era. They are generally narrow and deep, and, with the exception of those in E. Finmarken, they lie at right angles to the axis of the mountains. On the banks of the fjords usually extends a strip of fertile and sheltered land which has attracted a considerable population.

The immense and intricate archipelago of the **Skjærgaard** *(skärgård)*, or island-belt, which affords admirable shelter to the coasting steamers, accompanies nearly the whole of the Scandinavian coast from Vadsø to Haparanda. The only considerable intervals are in the Arctic Ocean near the *North Cape*, off the mouth of the *Foldenfjord* ($64^1/_2°$), off *Jæderen* and *Lister* (between 58° and 59°), and opposite the coasts of *Halland* and *Skåne* in Sweden. Within the Arctic Circle are a considerable number of large islands, the *Kvalø*, on which Hammerfest is situated, the *Seiland*, *Sørø*,

Stjernø, *Kaagø*, *Arnø*, *Varnø*, *Ringvadsø*, and *Hvalø;* between the last and the mainland is the *Tromsø*, with the town of that name; then *Senjen* and the *Vesteraalen* and *Lofoten Islands*. Of the last-named group the first is the *Hindø*, the largest island in Norway (870 Engl. sq. M.), to the S. of which there are others of considerable size. All these islands, particularly those near the Arctic Circle, are mountainous, and many of them present strikingly picturesque forms. Among the finest are the *Hestmandsø*, *Threnen*, *Lovunden*, *Alstenø* with the '*Seven Sisters*', and the singular *Torghatten*, all of which are described in the Handbook (pp. 225-252).

The great resource of the busy coast-population is the **Cod Fishery,** besides which the *Herring*, *Oyster*, and *Lobster Fisheries* and *Seal Hunting* yield a considerable revenue. The great fishing-banks of the Lofoten Islands are mentioned at p. 236. These fisheries support a population of no less than 100,000 souls. The annual yield of the cod-fishery is estimated at 1,300,000*l*., and that of the seal-hunting *(Phoca vitulina)* at 55,600*l*., while about a million and a half of lobsters are annually exported to England alone. Herrings formerly abounded near Stavanger, but disappeared from 1784 to 1808, during which period cod were abundant in that neighbourhood. In 1808 the cod in their turn disappeared and the herring returned, but since 1869 the former have again been found in their old haunts. The shoals of cod and herring are usually attended by a kind of whale *(Balenoptera musculus)*, which was formerly supposed to prey on the latter, but this is ascertained to be erroneous. The oyster-fishery is chiefly carried on on the S. coast near *Kragerø*, and on the W. coast near *Finnaas* in Søndhorland, near *Lindaas* in Nordhorland, near *Vestnæs* in the Romsdalsfjord, by the *Bjærø*, and near *Vigten* in the Namsdal. The salmon-fishery is also of considerable importance. Among the most famous rivers are the *Drammens-Elv*, the *Numedalslaag*, the *Ongne-Elv* in Jæderen, the *Suledals-Elv* in Ryfylke, the *Rauma* and *Driva* in the *Romsdal*, the *Gula* near Trondhjem, the *Namsen* in the Namsdal, and the *Alten-Elv* and *Tana* in Finmarken.

These valuable resources of the coast-districts, compared with which the *Opland* or inland districts offer little or no attraction to settlers, have also given rise to the important Maritime Trade of Norway, the foundation of which was laid by the piratical *Vikings* (inhabitants of 'Viker' or creeks), whose expeditions extended to Constantinople, and who discovered Iceland, Greenland, and N. America ('Vinland'; 500 years earlier than Columbus). On some of the fjords still exist the tumuli of these early navigators, who sometimes caused themselves to be buried along with their vessels. The commercial fleet of Norway now ranks next to those of Great Britain and the United States. Timber for ship-building purposes is abundant.

The E. coast of the peninsula is less favourable for navigation, especially as many of the harbours have altered their position or been rendered shallow by the gradual rise of the coast-line, and accordingly few of the vikings had their headquarters there. The coasting-trade of Stockholm, however, and the inland lake and canal-traffic are of considerable importance.

Mountains, Lakes, and Rivers.

Owing to the sudden descent of the mountains on the W. coast the streams on that side of the peninsula all have the character of torrents, while on the E. side they take the form of long, narrow lakes, connected by rivers and often by waterfalls. The mountains in the northern part of the peninsula, bordering on Russia, rarely exceed 1000 ft. in height, but they become loftier as we proceed towards the S.W., rising to imposing dimensions on the *Lyngenfjord* (p. 247) and at the head of the *Saltenfjord* (p. 233), where the *Sulitelma* forms the boundary between the sister kingdoms. To the S. of the great glacier-mountains of *Svartisen* (p. 231) the mountains decrease in height, and a number of large lakes send their waters eastwards to the Baltic, while the *Namsen* and *Snaasen* descend to the well-cultivated plains on the Trondhjem Fjord. Farther to the S. the mountains, such as the *Jomafjeld*, *Kjølhaugen*, *Åreskutan* in Sweden, and the *Syltoppe*, again attain a height of 4000-5000 ft., while the islands off the coast contain mountains of similar height. In latitude 63° the main range divides, the backbone of the peninsula continuing to run southwards, while a branch diverges to the W. nearly at a right angle. In the central range are the sources of the *Öster* and *Vester Dalelf*, which afterwards unite and descend to the S.E. to the Gulf of Bothnia. Adjoining the same range lies the *Fæmund-Sjø*, out of which flows the *Fæmunds-Elv*, afterwards called the *Klar-Elf*, and falling into Lake Venern, whence it descends under the name of the *Göta-Elf* to the Kattegat. A little to the N. of the Fæmund-Sjø lies the *Aursund-Sjø*, the source of the *Glommen*, the largest river in Norway, which forms the imposing *Sarpsfos* at Sarpsborg and falls into the Skager-Rack at Fredrikstad. Near the same lake rises the *Gula*, which descends to the N.W. to Trondhjem; and through the valleys of these two rivers runs the important railway from Christiania to Lake Mjøsen, the copper-mines of Røros, and Trondhjem.

Between the Fæmund-Sjø and the Glommen rise the lofty *Hummelfjeld*, *Tronfjeld*, and *Elgepig*, and between the Glommen and the Gudbrandsdal tower the isolated *Róndane*. To the N.W. of the latter stretches the *Dovrefjeld*, culminating in the *Snehætta* (p. 71), formerly supposed to be the highest mountain in Norway. To the W of this point, and to the N.W. of the Gud-

hrandsdal, stretch the gneiss mountains of the Romsdal, already mentioned. The mountains to the S. of the Romsdal are usually known as the *Langfjelde*, which include the *Jostedalsbræ* with the *Lodalskaupe* and extend to the *Horungerfjeld* and the *Jotunheim Mountains*. To the last-named group helongs the *Ymesfjeld*, a huge mass of granite nearly 10 Engl. M. in hreadth, culminating in the *Galdhøpig* (p. 152), and surrounded hy rocks of the transition period. Farther to the S. lie the extensive *Lakes Gjende*, *Tyin*, and *Bygdin*, enclosed hy imposing mountains, belonging like the Horunger to the easily disintegrated 'gabhro' formation, and remarkahle for picturesqueness of form. All these mountains are covered with perpetual snow, except the highest and most precipitous peaks, on which the snow cannot lie.

The southern mountains of Norway, which also run from N.E. to S.W., are bounded hy the Sognefjord on the N.W., hy the Christiania Fjord on the S.W., and by a line drawn on the E. side from the Fillefjeld to Christiania. Between the Sognefjord and the Hardanger Fjord are the isolated plateaux of the *Vosseskavl*, the *Hardanger Jøkul*, and the *Hallingskarv*, rising ahove the snow line. The Hardanger Fjeld is separated by the innermost hranch of the Hardanger Fjord from the *Folgefond* (p. 101), an extensive snow-clad mountain with several peaks. To the S.E. of the Hardanger Fjord stretches the extensive *Hardanger Vidda*, with peaks 3000-4600 ft. in height, which gradually slope on the E. and S. sides. Farther to the E. are the deep valleys of the picturesque region of *Telemarken*, which frequently intersect each other. The E. outpost of the whole of this mountain-region is the *Skogshorn*, to the N. of the Hallingdal. Farther to the E. are the *Numedal*, *Hallingdal*, and *Valders* valleys, descending towards the S., beyond which we again meet with a numher of transverse valleys, containing the most fertile land in Norway (such as *Hadeland* on the Randsfjord and *Ringerike* on the Tyrifjord). The mountains then descend to the plain of Jarlsberg and Laurvik. Among their last spurs are the *Gausta* and the *Lidfjeld* in Telemarken, and the isolated *Norefjeld*, rising hetween Lake Krøderen and the Eggedal.

The mountains extending towards the S.E. next enter the Herjeådal and Vermland in SWEDEN, where they contain valuahle iron ores, particularly in *Vermland*, *Dalarne*, and *Vestermanland*. The range next runs hetween Lakes Venern and Vettern, where it is called *Tiveden*, and extends to the E. under the names of the *Tydöskog* and *Kolmården*. It then intersects the province of *Götland* and forms the plateau of *Småland* to the S. of Lake Vettern. An important spur a little to the S. of that lake is the *Taberg*, a hill containing ahout 30 per cent of iron ore. The hills then gradually slope down to the plains of *Skåne* and *Halland*, where there are a few insignificant heights only. In the plains of

Götland rise the isolated *Kinnekulle* on Lake Venern, the *Halleberg*, the *Hunneberg*, and the *Omberg*.

The Swedish islands of *Gotland* and *Öland* contain no hills above 210 ft. in height.

Of comparatively late geological formation is the SWEDISH BASIN extending from the Skager-Rack through Lakes Venern and Vettern to Lake Mälaren, the land to the S. of which was probably once an island. These lakes are believed to have once formed a waterway to the Gulf of Finland, which again was probably connected with the White Sea, and this theory is borne out by the fact that a kind of crayfish found in the White Sea and Lake Venern does not exist in the Atlantic or in the Baltic. The modern canal-route connecting these lakes is described in RR. 45-48.

The coast to the N. of Stockholm is flat, and intersected by numerous rivers and long lakes, at the mouths of which lie a number of towns chiefly supported by the timber-trade. One of the most important lakes is the picturesque *Siljan* (p. 362), through which the *Öster-Dalelf* flows. Below Falun that river joins the *Vester-Dalelf*, and their united waters form a fine cataract at Elfkarleby. Of the many other rivers the most important are the picturesque *Ångerman-Elf* (p. 376), the *Lule-Elf* (p. 384), and the *Torne-Elf* (p. 390). The last, the longest of all, is connected by a branch with the parallel river *Kalix*. Most of these eastern rivers are rather a series of lakes connected by rapids and waterfalls. The heavy rainfall among the mountains, descending into the valleys where the sun has not power to evaporate it, forms these lakes and extensive swamps, the overflow of which descends from basin to basin till it reaches the sea. The lower ends of these rivers are generally navigable for some distance. Steamboats ply on the Ångerman-Elf and the Lule-Elf.

Climate and Vegetation.

TEMPERATURE. Judging from the degrees of latitude within which the peninsula lies, one would expect the climate to be uniformly severe and inclement, but this is only the case on the E. coast and among the central mountains. The climate of the W. coast is usually mild, being influenced by the Atlantic and the *Gulf Stream* which impinges upon it. In the same latitude in which Franklin perished in the Arctic regions of America, and in which lies the almost uninhabitable region of E. Siberia, the water of these western fjords of Norway never freezes except in their upper extremities. As we proceed from W. to E., and in some degree even from N. to S., the temperate character of the climate changes, and the winters become more severe. The climate is perhaps most equable at *Skudesnæs*, near Stavanger, where the mean temperature of January is 34.7° Fahr., and that of July 55.4°:

difference 20.7°. At *Stockholm*, on the other hand, the mean temperature of January is 24.8°, and that of July 63.5°: difference 38.7°. The difference is still greater in many places farther to the N., as at *Jockmock* (66° 36′ N. lat.; 925 ft. above the sea), where the January temperature is 3.2°, that of July 57.92°, and the difference 54.90°. The tract lying between the Varanger Fjord and the Gulf of Bothnia, the interior of Finmarken and Lapland, and the southern mountains above the height of 2300 ft., all have an annual mean temperature below the freezing point. Some of the other isothermal lines are curious. Thus the line which marks a mean January temperature of 32° Fahr. runs from the Lofoten Islands southwards, passing a little to the E. of Bergen and through the inner part of the Stavanger Fjord. It then turns to the S.E. to Cape Lindesnæs, and thence to the N.E. towards the Christiania Fjord, and southwards to Gotenburg and Copenhagen. The line marking a mean January temperature of 23° passes through Hammerfest, Saltdalen, Røros, Christiania, and Upsala. In the depth of winter, therefore, the Lofoten Islands are not colder than Copenhagen, nor Hammerfest than Christiania. Again, while the mean temperature of the whole year at the North Cape is 35.6°, it is no higher at Östersund in Jemtland, 552 Engl. M. farther south. Lastly, while the climate on the W. coast is comparatively equable throughout the year, that of the E. coast and the interior of the country is made up of a long, severe winter and a short and sometimes oppressively hot summer. The average temperature of the sea is $3\frac{1}{2}$-7° warmer than the air, being of course lower than that of the air in summer and higher in winter. The healthiest part of the peninsula is probably the island of Karmø, where the death-rate is only 12 per thousand. The average rate for Norway is 19, for Sweden 20 per thousand.

Rainfall. In the interior of Norway less rain falls than on the coast. In Sweden the greatest rainfall is between Gefle and Gotenburg. The mean rainfall in Sweden is 20.28 inches, that of Gotenburg 28.18, and that of the E. coast 16.88 inches. August is the rainiest month in Sweden, especially in the N. provinces. In Norway the maximum rainfall is at Florø, where it sometimes reaches 90-91 inches per annum; on the S. coast the average is about 40 inches, and on the W. coast, to the S. and N. of Florø, 70-75 inches. August and September are the rainiest months in the E. districts of Norway, but on the W. coast the rainy season is rather later. June and July are therefore the best months for travelling in Sweden and the E. districts of Norway, and July and August for the W. coast. In the neighbourhood of the Romsdal the rainy season does not usually set in before December. Hail and thunderstorms are rare in Norway. The latter, however, are sometimes very violent on the W. coast, where no fewer than forty churches have been destroyed by lightning within the last

150 years. The following table shows the mean temperature and average rainfall in different parts of Norway: —

	Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches		Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches
Vardø	42	70° 22′	33.45	—	*Ona*	52	62° 53′	44.24	—
Nyborg	—	70° 2′	29.30	—	*Dovre*	2160	62° 5′	32.54	14.39
Fruholmen . .	29	71° 6′	35.42	—	*Røros*	2060	62° 35′	27. 5	—
Alten	—	69° 58′	33.62	—	*Florø*	29	61° 36′	43.85	75.27
Tromsø . . .	39	69° 39′	35.96	—	*Bergen* . . .	49	60° 24′	44.60	72.25
Andenæs . . .	26	69° 20′	38.48	—	*Ullensvang* .	33	60° 19′	44.78	—
Bodø	36	67° 17′	38.48	30.55	*Skudesnæs* .	36	59° 9′	44.78	42.83
Ranen	46	66° 12′	37.22	—	*Lindesnæs* .	29	57° 59′	44.24	—
Brønø	38	65° 28′	40.28	34.34	*Mandal* . . .	56	58° 2′	43.85	55.11
Ytteroen . . .	250	63° 49′	41.00	22.36	*Sandøsund* .	42	59° 55′	43.85	23.14
Christianssund	66	63° 7′	43.16	37.48	*Christiania* .	79	59° 55′	41.36	21.19

Air Pressure. The pressure of the air in January is greatest in the interior of N. Norway and lowest in Finmarken. In July it is highest on the W. coast and lowest in the interior. The prevailing winds in winter are accordingly land-winds, which are frequently diverted towards the N. and follow the line of the coast. In summer, on the other hand, W. and S.W. winds prevail, blowing towards the region where the air-pressure is lowest, also frequently following the line of the coast towards the N., and rarely impinging on the coast at a right angle. The most prevalent wind blows from the S.W., and on the coast is usually accompanied with dull weather, but this is less the case in the interior. The most violent storms, which prevail chiefly in winter, come from the same quarter. The mountains form a boundary between two distinct climates, the W. wind being the dampest on the W. coast and the driest in the interior.

The **Vegetation,** as might be expected from the climate and the geological features of the peninsula, is generally poor, but the flora is unusually rich for so northern a region. About 25,750 Engl. sq. M. are covered with forest, chiefly pines, the wood of which is valuable owing to the closeness of the rings which mark its annual growth. Next in frequency are the oak, the birch, the elm, and the beech. Other trees occur also, but not in the forests. The beech, which suffers more from cold than the oak, but does not require so high a mean temperature, rarely occurs in Sweden N. of Kalmar, while the oak is found as far N. as Gefle. In Norway, on the other hand, the beech extends to a point beyond Bergen, and the red beech even occurs at Trondhjem. Near Laurvik, in latitude 59-59½°, the beech is found in considerable plantations. — The apple-tree *(Pyrus malus)* occurs

as far as 65° 10′ N. lat., the plum *(Prunus domestica)* up to 64°, and the cherry to 66°, while currants *(Ribes nigrum* and *rubrum)*, gooseberries *(Ribes grossularia)*, strawberries *(Fragaria vesca)*, raspberries *(Rubus idaeus)*, and the common bilberry *(Vaccinium myrtillus)* occur as far north as the North Cape.

Wheat is cultivated as far as 64½°, and in the S. districts up to a height of 1000-1250 ft. above the sea; *Rye* grows as far N. as 69°, and in the S. up to a height of 1950 ft.; *Barley* and *Oats* occur up to 70°, and in the S. to a height of 2050 ft. above the sea. Botanists are referred to the instructive works of Schuebeler and Axel Blytt. — The cultivated land in Norway occupies the insignificant area of 1074 Engl. sq. M., but in Sweden 10,678 sq. M. In the northern regions the *Oxyria remiformis*, a kind of sorrel, is largely cultivated as a substitute for corn. It is kept in a frozen condition in winter and boiled down to a pulp for use, being frequently mixed with flour and made into *Fladbrød*. In the S. districts, however, the 'flat bread' is usually made of wheat or barley flour mixed with mashed potatoes, and sometimes with pease-meal. The Lapps mix their bread with reindeer-milk and sometimes with the bitter *Mulgedium alpinum*, which is believed to be a preventive of scurvy.

It is a curious fact that barley takes exactly the same time (90 days) to ripen at Alten (70° N. lat.) as at Christiania and in the S. of France, but it is now generally believed that the great length of the Arctic days compensates for the lack of warmth. The seed, however, if brought from a warmer climate, requires to be acclimatised, and does not yield a good crop until after two or three seasons, so that the effects of a bad harvest are felt for several succeeding years.

The traveller will also observe that the leaves of most of the trees which occur in the northern districts of Norway are larger than those of trees of the same kind in the southern regions. Thus the leaves of maples and plane-trees *(Acer platanoides* and *pseudo-platanus)* transplanted from Christiania to Tromsø have been found to increase greatly in size, while the trees themselves become dwarfed in their growth. This leaf development is also attributed to the long continuance of the sunlight in summer. It would be interesting to know what effects the protracted light produces on the colours of flowers and the flavour of fruits, but these points have not yet been investigated.

The **Animal Kingdom** comprises most of the domestic and other animals common in Great Britain, besides many which are now extinct there, and a number of others peculiar to the Arctic regions. Among the animals most characteristic of the country are the reindeer *(Cervus tarandus)*, an exceedingly useful mammal, and the sole support of the nomadic Lapps, and the lemming *(Georychus*

lemmus), a rodent, somewhat resembling a water-rat. Among beasts of prey the bear and the wolf are still common in many parts of the country, and the lynx and glutton occasionally occur. For killing any one of these the government offers a reward of 25 crowns. Conspicuous among large game is the handsome elk ('Elsdyr'; *Cervus alces*), now becoming rare, next to which rank the reindeer and the red deer. The finest of the wildfowl is the capercailzie ('Tjur'; *Tetraourogallus*), after which come the ptarmigan ('Rype'; *Lagopus mutus*) and hazel-grouse ('Hjerpe'; *Tetrao bonasia*). Partridges rarely occur in Norway, but abound in the S. of Sweden, where they were introduced about the year 1500. The most valuable of the wildfowl, however, is the eider-duck ('Eder'; *Anas mollissima*), which is most abundant within the Arctic Circle. The down of the female, which she uses in making her nest, is gathered in the *Dunvær* of Finmarken, yielding a considerable revenue.

The **Population** is now almost exclusively of Gothic origin, but the oldest element consists of the *Lapps* and the *Finns*, who were probably the aboriginal inhabitants of the country and who both belong to the Ugrian race. Their languages are both of the Turanian stock (akin to Hungarian), and are said by Castren, the philologist, to have been identical some 2000 years ago. The Lapps now number about 24,000 only in Norway and Sweden, and the Finns about 22,000 souls. They are both of the Mongolian type, with high cheek-bones, low foreheads, full lips, narrow eyes, blunt noses, and yellowish complexions, but the Finns are now by far the superior race, both physically and mentally. The names usually applied to them are not used by themselves. The Lapps ('nomads') call themselves *Sami* or *Sahmelads*, and the Finns ('fen-dwellers') *Suomi*. — The dominant race, by which the Lapps have been well-nigh extinguished, is of the Aryan or Indo-Germanic stock, and is believed to have begun to settle in the peninsula before the birth of Christ (see p. xliii). With regard to their language, see the grammars at the end of the volume. — The total population of Norway in 1897 was about 2,135,000, that of Sweden about 5,000,000. The annual increase, which is slow, owing to the frequency of emigration, now amounts in Norway to about 22,000, and in Sweden to 37,000 per annum.

XI. History of Sweden and Norway.

Prehistoric Period. The earliest antiquities in Scandinavia belong to the FLINT PERIOD, during which the peninsula appears to have been inhabited by the same race as Denmark and N. Germany. Their rude implements indicate that they possessed fixed dwelling-places and cattle, and were acquainted with the art of fishing and probably of hunting also. They buried their dead in large stone tomb-chambers. This epoch was succeeded by the BRONZE PERIOD, when implements and ornaments in bronze and even in gold were first imported, and afterwards manufactured by the natives themselves. Agriculture was now regularly practised, and the same domestic animals were used as at the present day. The tombs of this period sometimes contain cinerary urns, and sometimes bones unconsumed. During this and the preceding period the population seems to have been confined to Skåne and Vester-Götland. Lastly, about the time of the birth of Christ, begins the IRON PERIOD, when the use of that metal was introduced from Central Europe. At the same time silver and glass make their appearance, and Roman coins and 'bracteates' (ornamental disks of metal) are occasionally found.

During this period also the contents of tombs prove that the dead were sometimes burned and sometimes buried in coffins. The cinerary urns are usually of terracotta, rarely of bronze. Among other curiosities which have been found in the tombs are trinkets and weapons, some of which appear to have been purposely broken. To this period also belong the earlier *Runic Inscriptions*, in a large character differing from that afterwards used. Quite distinct from the earlier part of this era is the LATER IRON PERIOD, which began in Sweden about the year 500 or 600, and in Norway about the year 700 A. D. The Runic inscriptions of this period are in the smaller character, and the language had by this time attained to nearly the same development as that used by the later MSS., while the native workmanship exhibits evidence of a new and independent, though still barbarous, stage of culture.

To what race the inhabitants of Scandinavia during the first and second of these periods belonged is uncertain, but it is supposed that they were of the aboriginal Finnish stock. That the relics of the following periods were left by a different race is most probable, as no antiquities have been found which show a gradual transition from the bronze to the early iron period, and it is well ascertained that the inhabitants of the S. parts of the peninsula were of Germanic origin, both during the earlier and later iron periods. It has also been ascertained that the older Runic alphabet of 24 letters, common to Scandinavian, Anglo-Saxon, Burgundian, and Gothic inscriptions, was afterwards modified by the Scandinavians, who substituted for it the smaller character, con-

sisting of 16 letters only. It therefore seems to be a well-established fact that during the later iron period, if not earlier, the Scandinavians had developed into a nationality distinct from the ancient Goths or the Anglo-Saxons.

Transition to the Historical Period.

The earliest historical writers agree that Scandinavia was at an early period inhabited partly by a Germanic race, and partly by Finns or Lapps. The Germanic inhabitants, before whom the weaker race seems gradually to have retreated, were first settled in Skåne (Skáney) in the S. of Sweden, whence the country was named Scandia, and the people Scandinavians. The name of 'Swedes' is mentioned for the first time by Tacitus *(Suiones)*, the 'Goths' are spoken of by Ptolemy, and the *Suethans* and *Suethidi* (i.e. *Svear* and *Svíthjód*) by Jordanis. Jordanis also mentions the *Ostrogothae* and *Finnaithae*, or the inhabitants of Öster-Götland and Finnveden in Sweden, the *Dani* or Danes, the *Raumaricii* and *Ragnaricii*, or natives of Romerike and Raurike in Norway, and lastly the *Ethelrugi* or Adalrygir, and the *Ulmerugi* or Hólmrygir. As far back, therefore, as the beginning of our era, the population in the S. of Sweden and Norway appears to have been of the Gothic stock. To this also points the fact that the names of Rugians, Burgundians, and Goths still occur frequently in Scandinavia; the Rygir were a Norwegian tribe, the name Borgund and Bornholm (Borgundarholm) recur more than once, and the district of Götland and the island of Gotland or Gutland were doubtless so called by Goths or Jutes. It is therefore more than probable that the picturesque myth of the immigration of the Æsir or ancient Scandinavians from Asia under the leadership of Odin entirely lacks foundation in fact.

It is at least certain that the history of Scandinavia begins with the later iron period. At that time the southernmost part of Sweden seems to have belonged to the Danes. Farther N. was settled the tribe of the *Götar*, to whom belonged the adjacent island of Oland, while Gotland appears to have been occupied by an independent tribe. Still farther N. were the *Svear*, who occupied Upland, Vestermanland, Södermanland, and Nerike. The territories of the Götar and the Svear were separated by dense forest, while the latter were also separated from the Norwegian tribes by forests and by Lake Venern and the Göta-Elf. Beowulf, the famous Anglo-Saxon epic poem, dating from about the year 700, mentions Denmark as an already existing kingdom, and also speaks of the different states of the Götar and Svear, which, however, by the 9th cent. had become united, the Svear, or Swedes, being dominant. The same poem refers to 'Norvegr' and 'Nordmenn', *i.e.* Norway and the Northmen, but throws no light on their history. It is, however, certain that the consolidation of Norway took place

much later than that of Denmark and Sweden, and doubtless after many severe struggles. To the mythical period must be relegated the picturesque stories of the early Ynglingar kings, beginning with *Olaf Trætelje*, or the 'tree-hewer'; but they are probably not without some foundation in fact, and it is at any rate certain that the migrations and piratical expeditions of the Northmen, which soon affected the whole of the north of Europe, began about this time (7th-8th cent. A. D.). The predatory campaigns of the Danish King Hugleikr, which are mentioned both in the Beowulf and by Frankish chroniclers, are doubtless a type of the enterprises of the vikings (from *Vik*, 'creek'), which continued down to the 11th century. The Swedes directed their attacks mainly against Finland, Kurland, Esthonia, and Russia, which last derived its name and its political organisation from Sweden; the Danes undertook expeditions against France and England, and the Norwegians chiefly against the north of England, Scotland, the Orkney and Shetland Islands, and the Hebrides.

Norway before the Union.

From the semi-mythical Ynglingar and Olaf Trætelje, who is said to have flourished about the middle of the 7th cent., *Halfdan Svarte*, king of a part of Norway corresponding with the present Stift of Christiania, professed to trace his descent. His son **Harald Haarfager** ('fair-haired'), after several severe conflicts, succeeded in uniting the whole of Norway under his sceptre after the decisive battle of the Hafrsfjord near Stavanger in 872. The final consolidation of the kingdom, however, was not effected until a century later. The kingdom was repeatedly attacked by the petty kings who had been banished, while great numbers of the peasantry, to escape the burdens of taxation, emigrated to the Orkney and Shetland Islands, to Iceland, and even to the Hebrides. In this weakened condition Harald transmitted the crown to his favourite son *Eirîkr Blódöx*, whose exploits as a viking had gained for him the sobriquet of 'bloody axe'. After having slain several of his brothers, Eric was expelled about the year 935 by *Haakon the Good*, who in his turn was defeated and slain by Eric's sons at the battle of Fitjar in 961. Among the sons of Eric, several of whom were put to death by their own subjects, the most distinguished was *Harald Graafeld*, who was, however, at length defeated by the Jarl (earl) of Lade in the district of Trondhjem, with the aid of Harald Gormsson, King of Denmark (970). At this period a number of petty kings still maintained themselves on the fjords and in the interior of the country, trusting for support from the kings of Sweden and Denmark. The Jarls of Lade, who ruled over Trondhjem, Helgeland, Namdalen, and Nordmøre, acknowledged the supremacy of the kings of Norway, until Haakon Jarl transferred his allegiance to the kings of Denmark. On the outbreak of war between Denmark and Germany he succeeded in

throwing off the Danish yoke, but did not assume the title of king. Haakon was at length slain by one of his own slaves during an insurrection of the peasantry (995), whereupon **Olaf Tryggvason**, a descendant of Haarfager, obtained possession of the kingdom, together with the fjords and inland territory which had belonged to Haakon. With the accession of Olaf begins a new era in the history of Norway.

In the 10th century PAGANISM in the north was in a moribund condition. Based on the dual system of a world of gods *(Ásgardr, Godheimr)* and a realm of giants *(Utgardr, Jötunheimr)*, it regarded mankind *(Midgardr, Mannheimr)* as a kind of object of contention between the two. All alike partook equally of the joys and sorrows of life, of sin, and even of death. The period of the vikings, however, to the close of which we owe the Eddas, materially altered the tenets of the old religion. As victory was their great object, they elevated *Odin*, the god of victory, to the highest rank in their pantheon, while *Thor*, the god of thunder, had hitherto reigned supreme. The bards depict in glowing colours the halls of Odin, which become the abode of heroes slain in war. But as the gods had been in many respects lowered to the rank of men, and were themselves believed to have their destinies swayed by fate, it necessarily followed that they were not themselves the Creators, but at most the intermediate artificers and administrators of earth. They therefore failed to satisfy the religious wants of men, who began to speculate as to the true and ultimate Creator of the universe, and it was about this period that Christianity began to dawn on the benighted north. The vikings came into frequent contact with Christian nations, and Christian slaves were frequently brought to Norway and Sweden. Many of the Northmen professed to be converted, but either retained many of their old superstitions or speedily relapsed into them. A few, however, embraced the new religion zealously, and it is to them that the final conversion of the peninsula was due. The first Christian monarch was Haakon the Good, who had been brought up by King Athelstane in England, and been baptised there; but his attempts to convert his people were violently opposed and met with no success. The sons of Eric, who had also been converted in England, showed little zeal for Christianity, and under Haakon Jarl heathenism was again in the ascendant. At length when Olaf Tryggvason, who had also become a Christian, ascended the throne, he brought missionaries from England and Germany to Norway and succeeded in evangelising Norway, Iceland, the Orkney and Shetland Islands, and the Faroes, partly by persuasion, and partly by intimidation or by bribery. Iceland, however, had already been partly converted by Thorvaldr Vidförli, a native missionary, aided by the German bishop Friedrich.

King Svejn Tveskæg ('double beard') of Denmark now attempt-

ed to re-establish the Danish supremacy over Norway, and for this purpose allied himself with his stepson King Olaf, Skotkonung or tributary king of Sweden, and with Eric, the son of Haakon, by whose allied fleets Olaf Tryggvason was defeated and slain in the great naval battle of Svold, on the coast of Pomerania, about the year 1000. Norway was now partitioned between the kings of Denmark and Sweden, who ceded most of their rights to the Jarls Eric and Svejn, sons of Haakon Ladejarl. The kingdom, however, was soon permanently re-united by **St. Olaf,** son of *Harald Grenski*, and a descendant of Harald Haarfager. After having been engaged in several warlike expeditions, and having been baptised either in England or in Normandy, he returned to Norway in 1014 to assert his claim to the crown. Aided by his stepfather *Sigurd Syr*, King of Ringerike, and by others of the minor inland Kings, he succeeded in establishing his authority throughout the whole country, and thereupon set himself energetically to consolidate and evangelise his kingdom. His severity, however, caused much discontent, and his adversaries were supported by Canute, King of England and Denmark, who still asserted his claim to Norway. Canute at length invaded Norway and was proclaimed king, while Olaf was compelled to seek an asylum in Russia (1028). Having returned with a few followers to regain his crown, he was defeated and slain at Stiklestad near Levanger on 29th July, 1030. Canute's triumph, however, was of brief duration. He ceded the reins of government to *Haakon Jarl Erikssøn*, and after the death of the jarl to his son *Svejn* and the English princess *Aelgifu*, the mother of the latter; but a reaction speedily set in, stimulated chiefly by the rumour of Olaf's sanctity, which found ready credence and was formally declared by a national assembly. Olaf's son **Magnus,** who had been left by his father in Russia, was now called to the throne, and Svejn was obliged to flee to Denmark (1035). The sway of Magnus was at first harsh, but he afterwards succeeded in earning for himself the title of 'the good'. In accordance with a treaty with Hardicanute in 1038, he ascended the throne of Denmark after the Danish monarch's death in 1042, but his right was disputed by *Svend Estridssøn*. In 1046 he assumed as co-regent the turbulent *Harald Sigurdssøn*, step-brother of St. Olaf, who succeeded him on his death in 1047. After a series of violent conflicts with Svend, Harald was obliged to renounce his pretensions to the crown of Denmark, but on Harald's death at the Battle of Hastings (1066) the hostilities between Norway and Denmark broke out anew. Harald was succeeded by **Olaf Haraldssøn,** who in 1068 entered into a new treaty with Svend of Denmark at Kongshelle, whereby the independence of Norway was finally established.

Olaf, who was surnamed *Hinn Kyrri*, or 'the peaceful', now devoted his attention to the internal organisation of his kingdom,

and several of the Norwegian towns began to attain importance. Skíringssalr (near Laurvik) and the neighbouring Tønsberg already existed; Nidaros (afterwards Trondhjem) is said to have been founded by Olaf Tryggvason, Sarpsborg by St. Olaf, and Oslo by Harald Hardraade; but the foundation of Bergen and several other towns, probably including Stavanger, is attributed to Olaf Kyrri. His court was famed for its magnificence and the number of its dignitaries, and at the same time he zealously promoted the interests of the church. While Olaf's predecessors had employed missionaries, chiefly English, for the conversion of their subjects, he proceeded to establish three native bishoprics and to erect cathedrals at Nidaros, Bergen, and Oslo, making the dioceses as far as possible co-extensive with the three provinces in which national diets *(Thing)* were held. His warlike son *Magnus Barfod* (1093-1103), so surnamed from the dress of the Scottish Highlanders which he had adopted, did not reign long enough seriously to interrupt the peaceful progress of his country, and the three sons of Magnus, *Øystein* (d. 1122), *Sigurd* (d. 1130), and *Olaf* (d. 1115), thereafter proceeded to carry out the plans of their grandfather. Sigurd was surnamed *Jorsalafarer* ('Jerusalem farer') from his participation in one of the Crusades (1107-11). The same devotion to the church also led about this period to the foundation of the bishopric of Stavanger, and of several monasteries (those of Sælø in the Nordfjord, Nidarholm near Trondhjem, Munkelif at Bergen, and Gimsø near Skien), and to the introduction of the compulsory payment of tithes (*Tiende*, 'tenths', known in Scotland as 'teinds'), a measure which secured independence to the church. King Øystein is said to have been versed in law, and both he and several of his predecessors have been extolled as lawgivers, but no distinct trace of legislation in Norway of a period earlier than the beginning of the 12th cent. has been handed down to us.

After Sigurd's death the succession to the throne was disputed by several claimants, as, in accordance with the custom of the country, all relations in equal propinquity to the deceased, whether legitimate or not, enjoyed equal rights. The confusion was farther aggravated by the introduction (in 1129) of the custom of compelling claimants whose legitimacy was challenged to undergo the 'iron ordeal', the practical result of which was to pave the way for the pretensions of adventurers of all kinds. Conflicts thus arose between *Harald Gilli*, a natural son of Magnus Barefoot, and *Magnus Sigurdssøn;* between *Sigurd Slembedegn*, who claimed to be a brother of Harald, and *Ingi* and *Sigurd Munn*, sons of Harald; and afterwards between Ingi and *Haakon Herdebred*, a son of Sigurd Munn. All these pretenders to the throne perished in the course of this civil war. Ingi was defeated and slain by Haakon in 1161, whereupon his partisans elected as their king

Magnus Erlingssøn, who was the son of a daughter of Sigurd Jorsalafarer. Haakon in his turn having fallen in battle, his adherents endeavoured to find a successor, but Erling, the father of Magnus, whose title was defective, succeeded in obtaining the support of Denmark by the cession of Vigen, and also that of the church.

Meanwhile the church had firmly established her power in the north. At first the sees of Sweden and Norway had been under the jurisdiction of the archbishops of Hamburg and Bremen, but in 1103 an archiepiscopal see was erected at Lund in Skåne. The Norwegians, however, desiring an archbishop of their own, Pope Eugene II. sent *Cardinal Nicholas Breakespeare* to Norway for the purpose of erecting a new archbishopric there, and at the same time a fifth bishopric was erected at Hamar. The new archbishop's jurisdiction also extended over the sees of Iceland, Greenland, the Faroes, the Orkneys, the Hebrides, and the Isle of Man, and his headquarters were established at Trondhjem. In 1164 Erling Jarl induced Archbishop Eystein to crown his son Magnus, a ceremony which had never yet taken place in Norway, and at the same time he engaged to make large concessions to the church, including a right to a voice in the election of future kings.

Supported by the church, personally popular, and a meritorious administrator, Magnus had at first no difficulty in maintaining his position, but his title and the high privileges he had accorded to the church did not long remain unchallenged.

After several insurrections against Magnus had been quelled, there arose the formidable party of the *Birkebeiner* ('birch-legs', so called from the bark of the birch which they used to protect their feet), who in 1177 chose as their chief **Sverre**, a natural son of Sigurd Munn, who had been brought up as a priest, and who soon distinguished himself by his energy and prudence. In 1179 Erling was defeated and slain by Sverre at Nidaros, and in 1184 his son Magnus met the same fate in the naval battle of Fimreite in the Sogn district. Sverre's right to the crown, however, was immediately challenged by new pretenders, and he incurred the bitter hostility of the church by ignoring the concessions granted to it by Magnus. In 1190 Archbishop Eric, Eystein's successor, fled the country, and the king and his followers were excommunicated; but, though severely harassed by several hostile parties, particularly the *Bagler* (the episcopal party, from *Bagall*, 'baculus', a pastoral staff), Sverre died unconquered in 1202. He was succeeded by his son *Haakon* (d. 1204), by *Guttorm Sigurdssøn* (d. 1204), and by *Inge Baardssøn* (d. 1217), under whom the hostilities with the church still continued. For a time, however, peace was re-established by **Haakon Haakonssøn** (1217-63), a grandson of Sverre, under whom Norway attained a high degree of prosperity. His father-in-law Skule Jarl, brother of King Inge, on whom he conferred the title of duke, proved his most serious opponent, but on the death of the duke in 1240 the

civil wars at length terminated. New rights were soon afterwards conferred on the church, but of a less important character than those bestowed by Magnus Erlingsson, the clergy being now excluded from a share in the election of kings. The king also amended the laws and sought to extend his territory. Since the first colonisation of Iceland (874-930) the island had been independent, but shortly before his death Haakon persuaded the natives to acknowledge his supremacy. In 1261 he also annexed Greenland, which had been colonised by Icelanders in the 10th cent. and previously enjoyed independence, so that, nominally at least, his sway now extended over all the dioceses subject to the see of Trondhjem, including the Orkney and Shetland Islands, the Faroes, the Hebrides, and the Isle of Man. His claim to the Hebrides being disputed by Alexander III. of Scotland, he assembled a fleet for the purpose of asserting it, and set sail for the Orkney Islands, where he died in 1263. He was succeeded by his son *Magnus Lagabøter* ('betterer of laws'), who by the treaty of Perth in 1266 renounced his claims to the Hebrides and Man in return for a small payment from Alexander. In his reign, too, the Swedish frontier, long a subject of dispute, was clearly defined, and the relations between church and state were placed on a more satisfactory footing.

Constitution. From an early period Norway was divided into four large districts, each presided over by a *Thing* or *Lagthing (Løgthing)*, a diet with judicial and legislative functions. The eight *Fylker* or provinces of Trondhjem sent representatives to the *Frostuthing*, so named from Frosten, the meeting-place of the diet, and to these were afterwards added *Helgeland*, *Namdalen*, *Nordmøre*, and *Romsdalen*. The *Gulathing*, in the Fylke of Gulen, embraced the Fylker of *Firda*, *Sygna*, and *Hørda*, to which *Rogaland*, *Agder*, and *Sondmøre* were afterwards added. The district of *Vigen* appears to have had a Thing of its own, which after the time of St. Olaf met at Sarpsborg and was called the *Borgarthing;* but from the 12th cent. onwards representatives were sent to this diet by *Ranríki*, *Vingulmørk*, *Vestvold*, and *Grenafylke* also. Lastly the mountain-districts of *Heina*, *Hada*, and *Rauma* held a diet called the *Heidsævisthing*, afterwards named the *Eidsifathing* from Eidsvold where it assembled. This diet, though separate from that of Vigen, was under the same law, which had been declared common to both by St. Olaf. A committee of each diet, called the *Løgretta*, chosen by the king's officers, performed the judicial duties of the diet, while the Løgthing itself exercised jurisdiction over the diets held at irregular intervals in the different Fylker. Resolutions were passed by a majority of the peasantry at the diet. The four cities of *Trondhjem*, *Bergen*, *Tønsberg*, and *Oslo* each possessed a distinct Løgthing, the law administered by which was called 'Bjarkeyjarrettr'.

King Magnus proceeded to abolish these diets (in 1267 and

1268), but was prevented from finally accomplishing his object by the protest of Archbishop Jón Raudi at the diet of Frosten (1269). He then directed his attention to the amendment of the laws. In 1271 a code called *Järnsida* ('iron side') was completed, and in 1272-74 a new code was promulgated at the Frostuthing, which seems to have been immediately adopted by the other districts. In 1276 a new municipal law was introduced at Bergen and soon afterwards into the other towns also; and lastly the *Jónsbók*, a collection of the laws of the mainland, was compiled in 1280 and promulgated in Iceland. From these codes ecclesiastical law was excluded. Though each of them bears a distinctive name, such as 'Law of the Frostuthing', 'Town Laws of Bergen', etc., and is somewhat modified to suit the requirements of the district or town which adopted it, they substantially formed a single code for the whole kingdom. The whole country was now subject to the jurisdiction of the four diets, with the exception of Helgeland, Jemtland, and Herjedalen, which still formed independent districts. Meanwhile King Magnus concluded a *Concordat* with the church at Bergen in 1273 and another at Tønsberg in 1277, and at the same time sanctioned an ecclesiastical code drawn up by Archbishop Jón, wherein he renounced all control over ecclesiastical causes and over the election of prelates. Another interesting code of this period was the *Hirdskraa* ('law of servants', probably 1274-77), which affords an insight into the early condition of Norway.

Magnus Lagabøter died in 1280 and was followed by his son **Eric Magnussøn** (d. 1299), who was succeeded by his brother **Haakon Magnussøn** (d. 1319). Under these monarchs the concessions of Magnus to the church formed the subject of constant dispute, and it was not till 1458 that they were finally secured to the hierarchy by Christian IV. In their secular administration, however, the sons of Magnus experienced less difficulty. At first the functions of the Løgthing or diets had been deliberative, judicial, and legislative, and those of the king executive only, but the constitution gradually assumed a more monarchical form. The first step was to transfer the judicial powers of the diets to officials appointed by the king himself. The Løgmenn ('lawyers') had originally been skilled assessors at the diets, elected and paid by the peasantry, but from the 13th cent. onwards it was customary for the king to appoint them, and they became the sole judges of all suits in the first instance. In the second or higher instance the diet was still nominally the judge, but it was presided over by the Løgmann and attended by others of the king's officials. The king himself also asserted a right to decide cases in the last instance, with the aid of a 'council of the wisest men'. The four ancient diets were thus in the course of time transformed into ten or twelve minor diets, presided over by Løgmenn.

At the same time great changes in the social and political system were effected. In accordance with the old feudal system, it had been customary for the kings to bestow temporary and revocable grants of land ('Veitsla', probably from *veitla*, 'to bestow') on their retainers and courtiers ('Hird'), on the understanding that the tenants ('Huskarlar') would administer justice, collect the taxes, and render military and other services. In some cases, too, a Jarl was appointed governor of a considerable district and invested with extensive powers and practical independence, and it was usual for the king to confirm the heirs of these officials and dignitaries in their respective lands and offices. All these minor jurisdictions, however, were abolished by Haakon Magnussøn (1308), who directed that all his officials should in future be under his own immediate control. Thus, by the beginning of the 14th cent., the Norwegian monarchs had attained a position of great independence, and had emancipated themselves alike from democratic and from aristocratic interference. The peasantry, however, always enjoyed greater freedom than in most other European countries, and possessed their lands in freehold, being themselves lords of a great part of their native soil; but they never attained to much wealth or importance, as the trade of the country from a very early period was monopolised by Germans and other foreigners. Of scarcely greater importance was the nobility of the country, their lack of influence being due to want of organisation and political coherence.

The **Intellectual Culture** of Norway during this period, as may be supposed, made no great progress. The Runic character had indeed been in use from the early Iron Period downwards, but it was merely employed for short inscriptions and rude registers of various kinds, and not for literary purposes. On the foundation of the archbishopric of Lund, the Latin character was at length introduced, but before that period all traditions and communications were verbal, and it is mainly to the bards or minstrels ('Skáld') that we owe the preservation of the ancient mythical and historical sagas or 'sayings'. About the year 1190 the Latin character began to be applied to the native tongue, both for secular and religious purposes. Of the exceedingly rich 'Old Northern' literature which now sprang up, it is a singular fact that by far the greater part was written by Icelanders. Among the most famous of these were *Ari Frôdi* (d. 1148), the father of northern history; *Oddr Snorrason* and *Gunnlaugr Leifsson* (d. 1218), the biographers of King Olaf Tryggvason; the prior *Styrmir Kârason* (d. 1245), the biographer of St. Olaf; the abbot *Karl Jónsson* (d. 1212), the biographer of King Sverre; and lastly *Eirîkr Oddsson*, *Snorri Sturluson* (d. 1241), and *Sturla Thordarson* (d. 1284), who were both historians of the kings of Norway and zealous collectors of their own island lore. The bards attached to

the Scandinavian courts were also generally Icelanders. To Norwegian authorship are traceable comparatively few literary works, the most important being juridical compilations, the 'King's Mirror', which affords an insight into the court-life and commercial transactions of the 13th cent., the 'Anekdoton Sverreri', a polemic in favour of the crown against the church, several ballads of the earlier Edda, and a number of romances translated from English and French. This poverty of the literature of the mainland is doubtless to be accounted for by the fact that it was coustantly harassed by wars and intestine troubles at this period, while Iceland was in the enjoyment of peace. While, moreover, in Norway the clergy held themselves aloof from the people and from secular pursuits, and the nobles were busily engaged in fashioning their titles, their manners, and their costumes on the model of those of their more civilised neighbours, the Icelanders of all classes retained their national coherence in a far higher degree, all contributing with equal zeal to the patriotic task of extolling their island and preserving its ancient traditions.

Sweden before the Union.

With regard to the early history of Sweden there exist no chronicles similar to those of the Icelanders and Norwegians. It is ascertained, however, that the country was partly evangelised in the 9th cent. by *Anskar* (d. 865) and other German missionaries, and by his successor *Rimbert* (d. 888). *Archbishop Unni* afterwards preached the Gospel in Sweden, where he died in 936, and after the foundation of several bishoprics in Denmark about the middle of the 10th cent., Swedeu was visited by many other German and Danish missionaries. The secular history of the country is involved in much obscurity, from which, however, it to some extent emerges when it comes into contact with that of Norway. About the end of the 10th century *Olaf Skötkonung* ('tributary king') took part in the battle of Svold against Olaf of Norway and in the subsequent dismemberment of that country. He was afterwards compelled by his own peasantry to promise to come to terms with St. Olaf, and on his failure was threatened with depositiou. He was then obliged to assume his son *Önund* as co-regent, and had to make peace with Norway about the year 1019. Olaf and Önund are said to have been the first Christian kings of Sweden. Önund was succeeded by his brother *Emund* (d. 1056), the last of his royal house, on whose death hostilities broke out between the Götar, who were now inclined in favour of Christianity and the more northern and less civilised Svear, who were still sunk in paganism. Emuud had been indifferent about religion, but his successor *Stenkil Ragnvaldsson* was a zealous Christian and was keenly opposed by the Svear. On the death of Stenkil about 1066 open war broke out between the

Christian and the pagan parties. When his successor *Inge Stenkilsson* (d. 1112), in whose reign the archbishopric of Lund was erected (1103), forbade heathen sacrifices, the Svear set up his brother-in-law *Blot-Sven* as a rival king, but Inge and his nephews and successors, *Inge II.* (d. about 1120) and *Philip* (d. about 1130), succeeded in maintaining their independence. These dissensions greatly weakened the resources of the kingdom. Stenkilsson fought successfully against Magnus Barfod of Norway and acquitted himself honourably at Kongshelle (1101), but his successors often allowed the Norwegians to invade their territory with impunity.

On the death of Philip, *Magnus*, a Danish prince, and grandson of Stenkilsson, assumed the title of king in Götaland, but was defeated and slain in 1134 by **Sverker I.**, who had been elected king two years previously. Sverker was next opposed by *Eric Jedvardsson*, who was proclaimed king by the Svear, and on Sverker's death in 1156 this **Eric**, commonly called the 'Ninth' and surnamed the 'Saint', obtained undivided possession of the throne. Eric, a zealous churchman, converted the temple of Upsala into a Christian place of worship, and conquered and christianised the S.W. part of Finland. In 1160 he was attacked and slain by *Magnus Henriksson*, a Danish prince, who laid claim to the throne, and who in the following year was defeated and slain by *Karl Sverkersson*. The latter in his turn was slain by *Eric Knutsson* in 1167, and the contest between the rival houses of Sverker and Eric lasted down to 1222. Eric died in 1195, his successor *Sverker Karlsson* in 1210, and *Jon Sverkersson*, the son of the latter and the last of his family, in 1222, whereupon **Eric Læspe** ('the lisping'), a son of Eric Knutsson, ascended the throne unopposed. Meanwhile the Svear, or Swedes in the narrower sense, had been converted to Christianity. The church was at first presided over by missionary bishops only, but in the reign of Olaf Eriksson a bishopric was erected at Skara, and under Stenkil another at Sigtuna. Under King Sverker a bishop of Öster-Götland was appointed, with his residence at Linköping, one for the diocese of Upper Sweden at Upsala, and others for Södermanland and Vestermanland at Strongnäs and Vesterås, while several monasteries were also founded. The primacy of Sweden was granted to *Archbishop Eskil* of Lund by Hadrian IV. (Nicholas Breakespeare) about the year 1154, but in 1163 was transferred to *Stephanus*, the newly created Archbishop of Upsala.

Eric Læspe, though respected by his subjects, was a weak prince. Long before his time the **Folkungar,** a wealthy family of Öster-Götland, had gradually attained to great power, and *Birger Brosa* (d. 1202), a member of the family, had obtained the title of Jarl or Duke of the Swedes and Götlanders. From an early period, moreover, intermarriages had taken place between the Folkungar and the royal families of Sweden, Norway, and Den-

mark. In 1230 an attempt to dethrone Eric was made by *Knut Jonsson*, a distant cousin of Birger, but Knut was defeated and slain in 1234, and his son was executed as a rebel in 1248. The position of the family, however, remained unaffected. **Birger Jarl,** a nephew of Birger Brosa, married Ingeborg, the king's sister, while Eric himself married a member of the Folkungar family (1243). Birger now became the real ruler of Sweden, the territory of which he extended by new conquests in Finland. On the death of Eric, the last scion of the house of St. Eric, without issue in 1250, *Valdemar*, Birger's son, was proclaimed the successor of his uncle. During Birger's regency the country prospered, but on his death, in 1266, hostilities broke out between his sons. The weak and incapable Valdemar was dethroned by his brother **Magnus** (1275), whose vigorous administration resembled that of his father, and who maintained friendly relations with the Hanseatic League. He also distinguished himself as a lawgiver and an upholder of order and justice, and earned for himself the surname of *Ladulås* ('barn-lock', *i.e.* vindicator of the rights of the peasantry).

In 1290 Magnus was succeeded by his son *Birger Magnusson*, during whose minority the government was ably conducted by *Marshal Thorgils Knutsson*, but serious quarrels afterwards broke out between Magnus and his brothers, the dukes *Eric* and *Valdemar*. In 1304 the dukes were banished, and in 1306 the faithful marshal was executed by the king's order. Soon afterwards, however, the dukes returned and obtained possession of the king's person. After several vicissitudes, peace was declared and the kingdom divided among the brothers in 1310 and again in 1313. In 1318, however, the dukes were arrested, imprisoned, and cruelly put to death by their brother's order, whereupon Birger himself was dethroned and banished to Denmark (d. 1321). The following year *Magnus*, the infant son of Duke Eric, was elected king at the Mora Stones of Upsala (p. 343), while Magnus, Birger's son, was taken prisoner and executed. The first attempts to unite the Scandinavian kingdoms were made in the reign of Magnus Eriksson.

The **Constitution** of Sweden at first resembled that of Norway. The country was divided into districts, called *Land*, *Folkland*, or *Landskap*, each of which was subdivided into *Hundari* ('hundreds'), called in Götland *Härath*. Each 'Land' had its diet or *Thing*, presided over by a *Lagman*, and each hundred had its *Härathsthing*, whose president was called a *Domar* ('pronouncer of dooms') or *Härathshöfthing*. The Landsthing exercised deliberative and judicial functions, and each had its own code of laws. Precedence among these diets was enjoyed by the Svea Thing or that of Upper Sweden, at which, although the monarchy was nominally hereditary, kings were first elected. After his election

each new king had to swear to observe the laws, and to proceed on the 'Eriksgata', or a journey to the other diets, in order to procure confirmation of his title. Resolutions of the Svea Thing were even binding on the king himself. As the provincial laws differed, attempts to codify them were made in the 13th and at the beginning of the 14th cent., but with the consolidation of the kingdom these differences were gradually obliterated. The chief difference between Sweden and Norway was the preponderance of the aristocratic element in the former. From an early period, moreover, it had been usual to hold diets composed of the higher officials, the barons, prelates, and large landed proprietors, and to these after the close of the 13th cent. were added the Lagmenn. This aristocratic diet was farther enlarged by Magnus Ladulås (1280), who admitted to it all knights willing to serve him in the field, conferring on them the same exemption from taxation as that enjoyed by his courtiers and by the clergy. As no one, however, in accordance with a law of 1285, could attend these diets without a summons from the king himself, he retained the real power in his own hands and reserved a right to alter the laws with the advice of the diet. From an early period the Lagman and the Härathshöfthing had been the sole judges in lawsuits, and from the first half of the 14th cent. downwards they were proposed by the people, but appointed by the king. At the same time the king possessed a right of reviewing all judgments in the last instance. No taxes could be exacted or troops levied without the consent of the popular diets, and it therefore became customary as early as the 13th cent. for the kings to employ mercenary troops. — The privileges of the church were well defined, but less extensive than in Norway. The payment of tithes was compulsory, and in 1248 and 1250 the right to elect bishops was vested in the chapters, while all the clergy were prohibited from taking oaths of secular allegiance. At the same period the celibacy of the clergy was declared compulsory. As early as 1200 the clergy was declared amenable to the ecclesiastical jurisdiction only, and in some cases the church-courts could even summon laymen before them. On the other hand the supreme legislative power in church matters still belonged to the state, and parishes enjoyed the right of electing their pastor when no express right of patronage existed. — In the latter half of the 13th cent. the dignity of Jarl or earl was abolished, and the *Drotsäte* ('high steward'), *Marsker* ('marshal'), and *Kanceler* ('chancellor') now became the chief officials of the crown. The rest of the aristocracy consisted of the courtiers and royal vassals, the barons and knights *(Riddare)*, the esquires *(Sven af vapen, Væpnare)*, and even simple freemen who were willing to render military service whenever required. Between all these and the peasantry there was a wide social gap.

The history of early Swedish **Literature** is well-nigh an ab-

solute blank. The oldest work handed down to us is a compilation of the laws of West Götland, dating from the beginning of the 12th century. A few meagre historical writings in Latin, a work concerning the 'Styrilse kununga ok höfdinga' (the rule of kings and governors), and several translations of foreign romances also belong to this period.

Transition to the Union.

On the death of Haakon Magnussøn of Norway in 1319 without male issue, he was succeeded by *Magnus Eriksson*, afterwards called **Magnus Smek** ('the luxurious'), the son of his daughter Ingeborg and the Swedish Duke Eric, and at that time a child of three years. On the banishment of King Birger in 1319 Magnus was also elected King of Sweden, so that the two crowns were now united, but it was arranged that each country should retain its own administration. The union, however, was not attended with happy results. At first Sweden was prudently governed by the regent *Mats Ketilmundsson*, and in 1332 the province of Skåne, which had been pledged to the Swedish Marshal von Eberstein by Eric Menved and Christopher II. of Denmark (1318), declared itself in favour of Magnus. The king, however, who soon afterwards assumed the reins of government, and his queen Blanche of Namur, were ruled by unworthy favourites and soon forfeited the respect of their people. A disastrous fire at Trondhjem (1343), great inundations in the Guldal and Orkedal (1345), and above all the plague which swept away about two-thirds of the population (1349-50) aggravated the discontent of the Norwegians, who in 1350 elected *Haakon Magnusson*, the minor son of Magnus, regent of Norway, and in 1355 Haakon entered upon his functions, the province of Vigen and Iceland alone being reserved to his father. In Sweden Magnus consolidated the provincial laws and drew up a new municipal code in 1347, but here too he was overtaken by many troubles. The aristocracy resented his endeavours to restrain their excesses, the people were exasperated by the unsuccessful issue of his Russian campaigns (1348-49, 1350-51), the plague intensified their dissatisfaction in 1350, and lastly the king was excommunicated in 1358 on account of his failure to pay debts due to the pope. Eric, the king's son, took advantage of these troubles and assumed the title of king in 1356, but died in 1359. New disasters, however, soon followed. In 1360 the Danes regained Skåne and in 1361 they took possession of the islands of Öland and Gotland. In 1363 Haakon married the princess *Margaret*, daughter of King Valdemar of Denmark, then eleven years old, a union which gave great offence to the Swedish nobles, who were farther exasperated by the reconciliation of Haakon with his father. Magnus now banished twenty-four of his most obnoxious opponents, who proceeded to Mecklen-

burg and offered the crown to *Albert*, second son of the duke and of Euphemia, a daughter of Duke Eric of Sweden.

Albert accordingly came to Sweden in 1363, and in 1365 Magnus and Haakon were defeated at Gåta, near Enköping, where the former was taken prisoner. In 1370-71 a rebellion in favour of Magnus took place in Upper Sweden, and in 1471 Haakon invaded the country with a Norwegian army, but peace was shortly afterwards concluded, and Magnus set at liberty on payment of a heavy ransom and on condition that he would not again lay claim to the Swedish crown. The death of Magnus in 1374 finally extinguished the hopes of those in favour of union. Albert was now compelled to place himself under the guidance of the powerful aristocratic party. In 1375 *Bo Jonsson*, the most powerful noble in Sweden, was appointed *Drost* or regent. Meanwhile the Norwegian nobility under King Haakon had attained to considerable independence, while in the towns the dominant party consisted entirely of Germans, whose proceedings were often most oppressive and tyrannical. Even in Sweden, in accordance with the municipal code of Magnus Smek, one-half of the burgomasters and civic authorities in every town was required to consist of Germans; and it may be here added that Albert chiefly owed his unpopularity to his partiality for German favourites.

In 1375 Valdemar IV. of Denmark died without male issue, and in the following year he was succeeded by *Olaf*, son of his daughter Margaret and Haakon, King of Norway. On the death of Haakon in 1380, *Olaf Haakonssøn*, his only son, acceded to the throne of Norway also, thus uniting the crowns of Denmark and Norway.

Olaf's early death in 1387 dissolved this brief union, but within a few weeks his mother **Margaret** was proclaimed regent of Denmark, pending the election of a new king, while in Norway she was nominated regent in 1388 without any such limitation. At the same time, as it was deemed necessary to elect a successor to the throne from among the different competitors, the Norwegians appointed *Eric of Pomerania*, Margaret's nephew, heir to the crown, but under the condition that he should not ascend the throne during Margaret's lifetime. On the death of Bo Jonsson (1386), who had held two-thirds of Sweden in fief or in pledge, Albert's quarrels with his magnates broke out afresh, whereupon the malcontents proclaimed Margaret regent of Sweden also (1388), agreeing to accept the king whom she should nominate. Margaret thereupon invaded Sweden and defeated Albert at Falköping (1389), taking him and his son prisoners. The war, however, still continued, and it was at this period that the Vitalien Brotherhood (1392) came into existence, originally deriving their name ('victuallers') from their duty of supplying Stockholm with provisions during the war. The city was at that time occupied by the German adherents of Albert, and these German 'victuallers'

were in truth a band of lawless marauders and pirates. Peace was at length declared in 1395, and King Albert set at liberty on condition of his leaving the country. During the same year **Eric** was elected King of Denmark, and in 1396 of Sweden also, so that the three crowns were now united, and the three kingdoms ruled by the same regent. The following year Eric was solemnly crowned at Kalmar by a diet of the three nations. Lastly, in 1398, Margaret gained possession of Stockholm, the last stronghold of the German partisans of Albert. The union of the three kingdoms thus effected by Margaret, who is sometimes called the 'Northern Semiramis', lasted till the beginning of the 16th cent., when it was dissolved by the secession of Sweden, but Norway and Denmark remained united down to the year 1814.

The Union.

Though nominally united and bound to make common cause against all enemies, the three kingdoms jealously maintained their respective forms of government. Margaret ruled over the three countries with wisdom and moderation, though harassed by many difficulties, and on her death in 1412 King Eric assumed the reins of government. Eric, whose queen was Philippa, daughter of Henry IV. of England, was a weak, incompetent, and at the same time a cruel prince. He wasted large sums of money in an attempt to recover Sleswick from the Counts of Holstein, who held it as a Danish fief, and who were supported by the Hanseatic League. Meanwhile Bergen was twice plundered by the Germans (1428 and 1429), who now became masters of that city, and in Sweden the people were most oppressively treated by Eric's German and Danish officials. In 1435, after a disastrous quarrel of twenty-three years, Eric was at length compelled to confirm the privileges of the Hanseatic League and to leave the Counts of Holstein in undisturbed possession of Sleswick. Exasperated by Eric's maladministration, by the debasement of the coinage, and other grievances, the Swedish peasantry, headed by **Engelbrekt Engelbrektsson**, a wealthy proprietor of mines, rebelled in 1433 and compelled Eric and his council to appoint *Karl Knutsson* regent of the kingdom (1436), shortly after which Engelbrekt was assassinated. In Norway also the oppressive sway of foreign officials caused great discontent and gave rise to a rebellion in 1436. Eric in despair retired to the island of Gotland, and in 1438 a number of Danish and Swedish magnates assembled at Kalmar, where they drew up a new treaty of union, but without affirming that the three kingdoms were thenceforward to be ruled by one monarch. Lastly, in Denmark also a rebellion broke out, chiefly, however, against the nobility and the clergy, and the Danes were therefore compelled to seek for a new king.

In 1439 Denmark and Sweden formally withdrew their alle-

giance from Eric, and **Christopher of Bavaria** was elected in his stead, being afterwards proclaimed King of Norway also (1442). Eric spent ten years in Gotland, where he supported himself by piracy, and ten years more in Pomerania, where he died in 1459.

The separate election and coronation of Christopher in the three countries shows that their union had ceased to exist in more than the name. The new king succeeded, however, in asserting his authority in every part of his dominions, although not without many sacrifices. In his reign Copenhagen was raised to the rank of the capital of Denmark. His plans for the consolidation of his power were cut short by his death in 1448, and the union was again practically dissolved. The Swedes now proclaimed **Karl Knutsson** king, while the Danes elected **Christian** of Oldenburg, a nephew of the Duke of Holstein and Sleswick. In 1449 Christian also succeeded by stratagem in procuring his election in Norway, but Karl Knutsson was proclaimed king and crowned by the peasantry. The following year, however, Karl renounced his second crown, and Christian was thereupon crowned at Trondhjem. Karl having rendered himself obnoxious to the clergy and others of his subjects in Sweden, Christian succeeded in supplanting him here also, and he was crowned King of Sweden in 1457. In 1460 Christian next inherited the duchies of Holstein and Sleswick from his uncle, but he was compelled to sign a charter declaring that he would govern them by their own laws and not as part of Denmark. The government of this vast empire was a task to which Christian proved unequal. Norway was plundered by Russians and Karelians and grievously oppressed by the Hanseatic merchants, who in 1455 slew Olaf Nilsson, governor of Bergen, and the bishop of the town, and burned the monastery of Munkeliv with impunity. In 1468 and 1469 he pledged the Orkney and Shetland Islands to Scotland, and caused great discontent by the introduction into Norway of Danish and German nobles, to whom he granted extensive privileges. Sweden, too, groaned under heavy taxation, and in 1464 recalled Karl Knutsson to the throne. He was soon banished, but in 1467 recalled a third time, and in 1470 he died as King of Sweden. In 1471 **Sten Sture,** *the Elder*, a nephew of Knutsson, and the guardian of his son, was appointed administrator, and the same year Christian was defeated at Stockholm, after which he made no farther attempt to regain his authority in Sweden. He died in 1481 and was succeeded in Denmark by his son **Hans,** who was not recognised in Norway till 1483. Sten Sture sought to delay his election in Sweden, but as he had rendered himself unpopular by an unsuccessful campaign against the Russians in Finland, Hans took the opportunity of invading Sweden with a large army and succeeded in establishing his authority (1497). The king having been signally defeated at Hemmingstadt in 1500 in the course of his attempt to subdue the

Ditmarschers, Sture was recalled, but Hans still retained Norway. Sture died in 1503 and was succeeded by *Svante Nielsson Sture* (d. 1512), whose successor was his son *Sten Sture the Younger* (d. 1520).

King Hans died in 1513, and was succeeded in Denmark and Norway by his son **Christian II.**, whom the Swedes declined to recognise. He was a man of considerable ability and learning, but self-willed, passionate, and cruel. In Norway and Denmark he effected several social reforms, protected the commercial, mining, and fishing interests, and sought to restrict the privileges of the Hanseatic merchants. Notwithstanding his strength of will, Christian was ruled by *Sigbritt*, a Dutchwoman, the mother of his mistress *Düweke* (d. 1517), even after the death of the latter, and the hatred of the aristocracy for this woman, who treated them with studied contempt, proved disastrous to Christian. In Sweden the family of *Trolle* had long been hostile to the *Sture* family, and when *Gustaf Trolle* was created archbishop of Upsala in 1515 he invited the Danes to aid him in deposing the administrator. Christian sent troops to the aid of the prelate, who was besieged in his castle of Stäket (p. 343), but the castle was taken and Trolle deprived of his dignities and confined in a monastery. In 1518 Christian himself undertook a campaign against Sweden without success, and perfidiously imprisoned *Gustaf Eriksson Vasa* and other Swedish hostages who had been sent to him. A third campaign in 1519 was more successful, and Sten Sture was defeated and mortally wounded at Bogesund in West Götland. The same year Christian gained possession of Stockholm, but his atrocious cruelty and injustice proved his ruin. After his coronation by Trolle he permitted that prelate and two others to prosecute their enemies before an arbitrarily formed ecclesiastical tribunal. They were found guilty of heresy, and on 8th Nov., 1520, executed along with several other persons. The 82 victims included two bishops, 13 royal counsellors and knights, and *Eric Johansson*, the father of Vasa. On the following day many similar executions of so-called rebels and heretics took place in other parts of Sweden, though on a smaller scale than the 'Blood Bath of Stockholm'.

The exasperation of the Swedes was aggravated by the imposition of a new tax and an attempt to disarm the peasantry, and the discontented populace soon found an able leader. This was the famous **Gustaf Vasa** (probably so surnamed from *vase*, 'a beam', which the fascine in his armorial bearings resembled), who had been unjustly imprisoned by Christian, but escaped to Lübeck in 1519. In May, 1520, he returned to Sweden, and on hearing of the death of his father at the Stockholm Blood Bath he betook himself to Dalecarlia, where on former occasions Engelbrekt and the Stures had been supported by the peasantry. The rising began in 1521 and soon extended over the whole of Sweden. In August

of that year Gustavus was appointed administrator at Vadstena, and in June, 1523, he was proclaimed king at Strengnäs.

Sweden thus finally withdrew from the union, and Christian soon afterwards lost his two other kingdoms. His favour to the Reformation aroused the enmity of the church, and at the same time he attacked the privileges of the nobility. From the tenor of several provincial and municipal laws framed by the king in 1521-22 it is obvious that he proposed to counteract the influence of the clergy and aristocracy by improving the condition of the lower classes. Among several excellent provisions were the abolition of compulsory celibacy in the church and a prohibition against the sale of serfs. A war with the Lübeckers, who even threatened Copenhagen (1522), next added to Christian's difficulties, soon after which the Danes elected his uncle Frederick, Duke of Sleswick-Holstein, as his successor and renounced their allegiance to Christian. At length, after fruitless negociations, Christian quitted Copenhagen in 1523 and sought an asylum in Holland. Nine years later, after an unsuccessful attempt to regain his throne, he was thrown into prison, where he languished for 27 years.

The condition of the **Constitution** during the union was far from satisfactory. The union existed in little more than the name. Each nation continued to be governed by its own laws, neither the troops nor the revenue of one could be employed for the purposes of either of the others, and no one could be summoned before any tribunal out of his own country. The supreme authority, next to that of the king, was vested in his council, which consisted of the prelates, a number of the superior clergy, and a fluctuating number of nobles nominated by the king, but not removable at his pleasure. In matters of importance the king could only act with the consent of his counsellors, and they were even entitled to use violence in opposing unauthorised measures. Nominally the church continued to enjoy all its early privileges, and the concessions made at Tønsberg in 1277 were expressly confirmed by Christian I. in 1458, but invasions of its rights were not unfrequent, and with its increasing solicitude for temporal power its hold over the people decreased. The church was most powerful in Norway and least so in Sweden, while with the influence of the nobility the reverse was the case. In Sweden the estates of the nobility enjoyed immunity from taxation, but Christian I. and his successors were obliged to relax this privilege. The nobles also enjoyed jurisdiction over their peasantry, levying fines and imposing punishments at discretion (1483). The Norwegian nobles were less favoured; they had no power of levying fines from their tenantry, and their manor-houses *(Sædegaarde)* alone were exempt from taxation. The position of the townspeople and the peasantry in Sweden gradually improved, and in 1471 Sten Sture ordained that the municipal authorities should thence-

forward consist of natives of the country instead of Germans. In Norway, notwithstanding the opposition of several of the kings, the Hanse merchants still held oppressive sway in the chief towns; but the peasantry were never, as in Denmark, subjected to serfdom and compulsory services. They were generally owners of the soil they cultivated, while those who were merely tenants enjoyed entire liberty and were not *ascripti glebae* as in many other countries. In Sweden the compulsory services exigible from the peasantry by the lord of the soil were limited in the 15th cent. to 8-12 days, and those exigible by the king to 8 days. While this class enjoyed less independence than in Norway, it attained political importance and even admission to the supreme council at an earlier period, owing to the influence of Engelbrekt, the Stures, and other popular chiefs.

During the union **Literature** made considerable progress in Sweden, while in Norway it languished and became almost extinct. In both countries the education of the clergy continued to be carried on in the monasteries and cathedral-schools, but towards the close of this period universities were founded at *Upsala* (1477) and *Copenhagen* (1479), and gave rise to the publication of various learned treatises in Latin. Among the religious works of this period may be mentioned the revelations of *St. Birgitta* (d. 1373) and the 'Cronica Regni Gothorum' of *Ericus Olai* (d. 1486), both showing a tendency towards the principles of the Reformation. Whilst about the beginning of the 14th cent. the native literature of Norway became extinct, that of Sweden began to increase, consisting chiefly of religious writings, rhyming chronicles, ballads, and compilations of laws. In Sweden, moreover, the national language, though not without difficulty, held its own against the Danish, while in Norway the 'Old Norsk' was gradually displaced by the tongue of the dominant race, and continued to be spoken in several impure and uncultured dialects by the peasantry alone.

Sweden after the Dissolution of the Kalmar Union.

The necessity of making common cause against Christian II., the deposed monarch of the three kingdoms, led to an alliance between *Gustavus Vasa* and Frederick I. of Denmark. Christian attempted an invasion of Norway in 1531-32, but was taken prisoner, and after Frederick's death (1533) the Lübeckers made an ineffectual attempt to restore the deposed king (1534-36). At home Gustavus also succeeded in consolidating his power. The nobility had been much weakened by the cruel proceedings of Christian, while the Reformation deprived the church both of its power and its temporal possessions, most of which fell to the crown. By the diet of Vesterås (1527) and the synod of Örebro (1529) great changes in the tenure of church property and in ecclesiastical dogmas and ritual were introduced, and in 1531 Lau-

rentius Petri became the first Protestant archbishop of Upsala. Lastly, at another diet held at Vesterås (1544), the Roman Catholic Church was declared abolished. At the same diet the succession to the throne was declared hereditary. Gustavus effected many other wise reforms, but had to contend against several insurrections of the peasantry, caused partly by his ecclesiastical innovations, and partly by the heaviness of the taxation imposed for the support of his army and fleet. Shortly before his death (in 1560), he unwisely bestowed dukedoms on his younger sons, a step which laid the foundation for future troubles.

His eldest son **Eric XIV.** (the number being in accordance with the computation of Johannes Magnus, but without the slightest historical foundation) soon quarrelled with his younger brother *John*, Duke of Finland, whom he kept imprisoned for four years. He was ruled by an unworthy favourite, named *Göran Persson*, and committed many acts of violence and cruelty. He persuaded his brother Duke Magnus to sign John's death-warrant, whereupon Magnus became insane. After the failure of several matrimonial schemes, of one of which Queen Elizabeth of England was the object, and after several outbursts of insanity, Eric married his mistress *Katharine Månsdatter* (1567). The following year he was deposed by his brother, who ascended the throne as **John III.**, and after a cruel captivity of nine years was poisoned by his order in 1577 (see p. 365). John ingratiated himself with the nobility by rich grants of hereditary fiefs, and he concluded the peace at Stettin which terminated a seven years' war in the north (1563-70) and definitively severed Sweden from Denmark and Norway. Less successful was his war against Russia for the purpose of securing to Sweden the province of Esthland, but the province was afterwards secured to his successor by the Peace of Tensina (1595). John was married to a Polish princess and betrayed a leaning towards the Romish church which much displeased his subjects. After his death (1592) the religious difficulty became more serious, as his son and successor **Sigismund** had been brought up as a Roman Catholic in Poland, where he had been proclaimed king in 1587. *Duke Charles* of Södermanland, the youngest son of Gustavus Vasa, thereupon assumed the regency on behalf of the absent Sigismund, caused the Augsburg Confession to be proclaimed anew by a synod at Upsala (1593), and abolished Romish practices introduced by John. After confirming these proceedings, Sigismund was crowned in 1594; but on his failure to keep his promises, his uncle was recalled to the regency (1595), and when Sigismund invaded Sweden in 1598 he was defeated by Charles and compelled to enter into a compromise at Linköping. Again breaking faith, he was formally deposed (1599), while Charles was appointed regent for life. After having prosecuted Sigismund's adherents with great harshness, and succeeded in prevent-

ing the recognition of Ladislaus, Sigismund's son, **Charles IX.**, assumed the title of king in 1604. His administration was beneficial to the country, and he was a zealous promoter of commerce, mining, and agriculture, but his wars with Russia and Denmark, which were unfinished at his death (1611), caused much misery.

His son and successor was *Gustavus II.*, better known as **Gustavus Adolphus**, the most able and famous of the Swedish kings. Though seventeen years of age only, he was at once declared major by the Estates. In 1613 he terminated the 'Kalmar War' with Denmark by the Peace of Knäröd, and in 1617 that with Russia by the Peace of Stolbova, which secured Kexholm, Karelen, and Ingermanland to Sweden. By the Treaty of Altmark in 1629 he obtained from Poland the cession of Livonia and four Prussian seaports for six years. At the same time he bestowed much attention on his home affairs. With the aid of his chancellor and friend *Axel Oxenstjerna* he passed codes of judicial procedure and founded a supreme court at Stockholm (1614-15), and afterwards erected appeal-courts at Åbo, Dorpat, and Jönköping. In 1617 he re-organised the national assembly, dividing it into the four estates of Nobles, Clergy, Burghers, and Peasants, and giving it the sole power of passing laws and levying taxes. He founded several new towns, favoured the mining and commercial industries, extended the university of Upsala, and established another at Dorpat. At the same time he strengthened his army and navy, which he soon had occasion to use. In 1630 he went to Germany to support the Protestant cause in the Thirty Years' War, and after several brilliant victories and a glorious career, which raised Sweden to the proudest position she has ever occupied in history, he fell on 6th Nov., 1632, at the Battle of Lützen. The war was continued under his daughter and successor **Christina**, under the able regency of *Oxenstjerna*. In 1635, by another treaty with Poland, Livonia was secured to Sweden for 26 years more. War broke out with Denmark in 1643, but was terminated by the Peace of Brömsebro in 1645. At length, in 1648, the Thirty Years' War was ended by the Peace of Westphalia. These treaties secured to Sweden Jemtland and Herjedalen, the island of Gotland, the principalities of Bremen and Verden, part of Pomerania with Stettin and the islands of Rügen, Usedom, and Wollin, and the town of Wismar, besides a considerable war indemnity and other advantages. During the regency it was arranged that the royal council or cabinet should consist of representatives of the supreme court of appeal, the council of war, the admiralty, the ministry of the interior, and the exchequer, presided over by the chief ministers of each department. The country was divided into 23 *Läne* and 14 *Lagsagor*, governed by *Landshöfdinge* and *Lagmän* respectively, which officials were to be appointed from the nobility. For these and many other reforms and useful institutions the country was indebted

to the energy and enlightenment of Oxenstjerna. On the other hand, in order to fill the empty coffers of the state, it was found necessary to sell many of the crown-domains, and to levy new taxes, and the evil was aggravated by the lavish extravagance of Christina and her favourites. Refusing to marry, and being unable to redress the grievances of her justly disaffected subjects, the queen in 1649 procured the election of *Charles Gustavus* or **Charles X.**, son of the Count Palatine John Casimir of Zweibrücken and a sister of Gustavus Adolphus, as her successor. By her desire he was crowned in 1654, whereupon she abdicated, quitted Sweden, and embraced the Romish faith. She terminated her eccentric career at Rome in 1689. Her successor endeavoured to practise economy, and in 1655 obtained the sanction of the Estates to revoke her alienations of crown-property. War, however, interfered with his plans. John Casimir, King of Poland, son of Sigismund, now claimed the throne of Sweden, and compelled Charles to declare war against him (1655). After a time Russia, Austria, and Denmark espoused the cause of Poland, but Charles succeeded in gaining possession of Jutland and the Danish islands, and the Peace of Roskilde (1658) secured to him Skåne, Halland, and Blekinge, but obliged him to cede the districts of Bohus and Trondhjem to Norway. On a renewal of the war with Denmark the Danes were aided by the Dutch, Brandenburgers, Poles, and Austrians, who forced Charles to raise the siege of Copenhagen, and on his sudden death in 1662 the Peace of Copenhagen was concluded, whereby the island of Bornholm was lost to Sweden.

Charles X. was succeeded by his son **Charles XI.**, a boy of four years, whose guardians endeavoured to make peace with foreign enemies. By the Peace of Oliva with Poland, Brandenburg, and Austria in 1660 the King of Poland finally ceded Livonia to Sweden and renounced his claim to the throne of Sweden, and by the Peace of Kardis with Russia in 1661 the Swedish conquests in Esthonia and Livonia were restored to Sweden; but little was done to remedy the internal disorders of the country. One of the few events worthy of record at this period was the foundation of the university of Lund in 1668. Meanwhile the excesses and arrogance of the nobility, the squandering of the crown-revenues, and the imposition of heavy taxes threatened to ruin the country, and the regency even accepted subsidies from foreign countries and hired out troops to serve abroad. At the age of seventeen Charles assumed the reins of government (1672). In 1674 he was called upon as the ally of France to take part in the war against Holland, Spain, and Germany, but the Swedish army was signally defeated at Fehrbellin by the Elector of Brandenburg. Hereupon the Danes declared war against Sweden, causing new disasters, but by the intervention of the French peace was again declared at Lund in 1679. The distress occasioned

by these defeats and popular indignation against the nobility, who were now in possession of five-sevenths of the land in Sweden, and who did their utmost to reduce the peasantry to the condition of mere serfs, eventually served greatly to strengthen the king's position. At the diet of Stockholm in 1680, after stormy debates, it was determined to call the regency to account for their gross mismanagement of affairs, and the king was empowered to revoke the alienations made during his minority. The king was told that he was not bound to consult his cabinet, but to obey the laws, and that he was responsible to God alone. Another diet (1682) entrusted the king with the sole legislative power, merely expressing a hope that he would graciously consult the Estates. Charles was thus declared an absolute monarch, the sole right reserved to the diet being that of levying taxes. The king thereupon exacted large payments from his former guardians and exercised his right of revocation so rigidly, that he obtained possession of about one-third of the landed estates in Sweden. The money thus acquired he employed in paying the debts of the crown, in re-organising his army and fleet, and for other useful purposes, while he proceeded to amend the law and to remedy ecclesiastical abuses. On his death, in 1697, he left his kingdom in a strong and prosperous condition, and highly respected among nations.

Under **Charles XII.**, the son and successor of Charles XI., this absolutism was fraught with disastrous consequences. Able, carefully educated, energetic, and conscientious, but self-willed and eccentric, Charles was called to the throne at the age of fifteen and at once declared major. In 1699 Denmark, Russia, and Poland concluded an alliance against Sweden, which led to the great northern war. Aided by England, Holland, and the Duke of Gottorp and Hanover, Charles speedily compelled the Danes to conclude the Peace of Travendal (1700), defeated the Russians at Narva, took Curland from the Poles (1701), and forced Elector Augustus of Saxony to make peace at Altranstädt, whereby the elector was obliged to renounce the Polish crown. Meanwhile Peter the Great of Russia had gained possession of Kexholm, Ingermanland, and Esthonia. Instead of attempting to regain these provinces, Charles, tempted by a promise of help from Mazeppa, a Cossack chief, determined to attack the enemy in another quarter and marched into the Ukraine, but was signally defeated by the Russians at Pultava (1709), and lost nearly the whole of his army. He escaped into Turkey, where he was hospitably received by the Sultan Achmed III. and supplied with money. Here he resided at Bender, and induced the Sultan to make war against Russia; but when the grand-vizier had defeated the Czar, he was bribed by Katherine, the courageous wife of Peter, to allow him to escape. This exasperated Charles and led to a quarrel with the Sultan, who placed him in confinement. Mean-

while Denmark and Saxony again declared war against Sweden. Skåne was successfully defended against the Danes, but Elector Augustus reconquered Poland, and the Czar took possession of Finland. The resources of Sweden were now exhausted, and the higher nobility began to plot against the king. At length Charles effected his escape and returned to Sweden (1715), to find that England, Hanover, and Prussia had also declared war against him owing to differences regarding Stettin and the principalities of Bremen and Verden. Having succeeded with the utmost difficulty in raising money, Charles now invaded Norway with an army of raw recruits and laid siege to Fredrikshald, where he fell at the early age of thirty-six (1718), just at the time when his favourite minister Görtz was about to conclude a favourable peace with Russia. Brave, chivalrous, and at the same time simple in his manners and irreproachable in conduct, the memory of Charles is still fondly cherished by the Swedes. The short reign of absolutism *(Envåldstiden)* was now at an end, and we reach a period of greater independence (*Frihetstiden;* 1719-92).

Charles XII. was succeeded by his sister Ulrika Eleonora, who with the consent of the Estates resigned in favour of her husband **Frederick I.**, crown-prince of Hessen-Cassel. At the same time (1720) a new constitution was framed by the Estates. The supreme power was vested in the Estates, a privy council consisting of members of the three 'upper chambers, and a cabinet of nine members of the privy council, three from each estate, to be nominated by the king himself. The king's authority was limited to two votes at the diet and a casting vote in case of an equally divided assembly, and the cabinet was declared responsible to the diet. In 1719 peace was concluded with England, upon the abandonment of Bremen and Verden, and in 1720 with Prussia, to which Stettin and part of Pomerania were ceded; then with Poland and Denmark; and in 1721 with Russia, to which Livonia, Esthonia, Ingermanland, and the districts of Kexholm and Viborg in Finland had to be made over. The kingdom now enjoyed an interval of repose, a new code of laws was drawn up (1734), and efforts were made to revive commerce. The peace party was derisively called 'Nightcaps' *(nattmössor)*, or simply 'Caps', while a warlike party which now arose was known as 'Hats' *(hattar)*. In accordance with the counsels of the latter, war was proclaimed with Russia, which soon led to the loss of Finland (1741). On the death of the queen without issue, Adolphus Frederick of Holstein-Gottorp, a relation of the crown-prince of Russia, was elected as Frederick's successor, on condition (Peace of Åbo; 1743) that the greater part of Finland should be restored. The remainder of Frederick's reign was tranquil, and he died in 1751.

The prerogatives of his successor, **Adolphus Frederick,** were farther limited by the Estates. An attempt on the part of the

king to emancipate himself led to a confirmation of the existing constitution, and to a resolution that a stamp bearing the king's name should be impressed without his consent on documents approved by the Estates (1756). The court vainly attempted to rebel, and the king was bluntly reminded that the Estates had power to depose him. In 1757 the 'Hats' recklessly plunged into the Seven Years' War, and after an ignoble campaign peace was concluded at Hamburg in 1762.

In 1771 Adolphus was succeeded by his son **Gustavus III.**, who by means of a preconcerted military revolution or *coup-d'état* (1772) succeeded in regaining several of the most valuable prerogatives of the crown, including the sole executive power, whereby the government was converted from a mere republic into a limited monarchy. The king used his victory with moderation, abolished torture, introduced liberty of the press, promoted commerce, science, and art, and strengthened the army. On the other hand he was extravagant and injudicious, and in 1788 committed the error of declaring war against Russia without the consent of the Estates. His officers refused to obey him, and his difficulties were aggravated by a declaration of war and invasion of Sweden by the Danes. Gustavus now succeeded, with the aid of the middle and lower classes, in effecting a farther change in the constitution (1798), which gave him the sole prerogative of making war and concluding peace, while the right of acquiring privileged landed estates *(frälsegods)* was bestowed on the peasantry. An armistice was concluded with Denmark, and the not unsuccessful hostilities with Russia led to the Peace of Värälä (1790), which precluded Russia from future interference with Swedish affairs. Soon after, on the outbreak of the French Revolution, the king proposed to intervene, together with Russia and Austria, in favour of Louis XVI. and proceeded to levy new taxes, whereupon the disaffected nobles entered into a new conspiracy against him, and in 1792 this chivalrous and enlightened, though sometimes ill-advised monarch was assassinated by Capt. Ankarström.

His son *Gustavus Adolphus* succeeded him as **Gustavus IV.**, under the regency of his uncle *Duke Charles of Södermanland*, who avoided all participation in the wars of the Revolution. In 1800 Gustavus, in accordance with a scheme of his father, and in conjunction with Russia and Denmark, took up a position of armed neutrality, but Denmark having been coerced by England to abandon this position, and Russia having dissolved the alliance, Sweden was also obliged to yield to the demands of England. The king's futile dreams of the restoration of absolutism and his ill-judged and disastrous participation in the Napoleonic wars led to the loss of Wismar, Pomerania, and Finland, and to his defeat in Norway (1803-8). The country being now on the brink of ruin, the Estates caused Gustavus to be arrested, and formally deposed

him and his heirs (1809). He died in poverty at St. Gallen in 1837. His uncle was then elected king as **Charles XIII.**, and a new constitution framed, mainly on the basis of that of 1772. Peace was concluded at Frederikshamn with Russia (1809), to which the whole of Finland and the Åland Islands were ceded, with Denmark, and with France (1810), wherehy Sweden recovered part of Pomerania. The king heing old and childless, Prince Christian Augustus of Augustenhurg, stadtholder of Norway, was elected crown-prince, hut on his sudden death, in 1810, the Estates elected *Marshal Bernadotte*, one of Napoleon's generals, who was adopted hy Charles, assumed the name of *Charles John*, and emhraced the Protestant faith. The crown-prince's influence was directed to military organisation. The lukewarmness of Sweden in maintaining the continental hlockade led to a rupture with France, and during the war with Napoleon the Swedes concluded a treaty with the Russians at Åbo on the footing that the crown of Norway should he secured to Sweden (1812). England and Prussia having given the same assurance, Charles John marched with a Swedish contingent into Germany and assumed the command of the combined northern army which took part in the decisive struggle against Napoleon (1813). The crown-prince's participation in the war was a somewhat reluctant one, hut by the Peace of Kiel (1814) he succeeded in compelling Denmark to cede Norway to Sweden, while Denmark ohtained possession of Swedish Pomerania and retained Iceland, Greenland, and the Faroes.

The **Intellectual Progress** of the country was greatly furthered hy the Reformation. *Peder Månsson* (d. 1534), hishop of Vesterås, wrote works on the army, the navy, medicine, and other suhjects in the mediæval style, while *Laurentius Petri* (d. 1573), *Laurentius Andreæ* (d. 1552), and others translated the Bihle into Swedish and wrote Protestant theological works in their native tongue. L. Petri and his hrother *Olaus* (d. 1552) also wrote Swedish chronicles; *Archbishop Johannes Magni* was the author of a history of the kings in Latin, with a large admixture of the fahulous element; and his hrother *Olaus* wrote the often-quoted 'Historia de Gentihus Septentrionalihus'. An equally indiscriminate writer of history, and an author of dramatic and other works, was *Johan Messenius* (d. 1637). Even Gustavus Vasa had heen anxious to preserve the purity of his native language, but it was not till the 17th cent. that scholars interested themselves in it. Queen Christina, a talented and learned princess, was a great patroness of literature. She invited foreign savants to her court (*Descartes*, *Grotius*, and others), as well as native authors, including *Johan Bureus* (d. 1652) and the versatile and distinguished *Göran Lilje* (ennobled as *Georg Stjernhjelm;* d. 1672). At this period, too (1658), *Jón Rugman* first called attention to the treasures of Icelandic literature, and antiquarian and historical research now

came into vogue. Hitherto German influence had preponderated in Sweden, but about the middle of the 18th cent. a preference began to be shown for the French style. To this school belong *Olof von Dalin* (d. 1763), the poet and historian, and *Count Tessin* (d. 1770), a meritorious art-collector; and among the scholars of the same period were *Lagerbring*, the historian (d. 1787), *Johan Ihre*, the philologist (d. 1780), and above all *Karl von Linné* (*Linnæus*; d. 1778), the famous botanist. The 'Vitterhets Akademi', or 'academy of belles-lettres', founded in 1753 was extended by Gustavus III. so as to embrace history and antiquities, and he also founded the Swedish Academy. To the academic school belonged *Kellgren* (d. 1795) and *Leopold* (d. 1829); but a far more popular poet, and one who repudiated all the traditions of French taste, was *Bellman* (d. 1795), the singer of sweet and simple ballads, whose 'Fredmans Epistlar' were deemed worthy of a prize even by the Academy, and whose memory is still fondly cherished.

The Continued Union of Norway with Denmark.

When Sweden withdrew from the Kalmar Union (1523), Norway at first remained faithful to *Christian II.*, but Vincentius Lunge procured the election of *Frederick I.* (1524). This king's Protestant tendencies induced the Norwegians to re-elect Christian II. in 1531, when the deposed king appeared in Norway with an army, but he was treacherously arrested the following year and ended his life in captivity (see p. lxiii). Frederick thus regained Norway and continued to prosecute the objects of the Reformation till his death (1533). The nobility and the Protestant party in Denmark elected his eldest son **Christian III.** as his successor, and the southern half of Norway under Lunge acquiesced. A rebellion of the northern provinces, which cost Lunge his life, was quelled, and the archbishop who had headed it was obliged to quit the country. In 1536 Christian III. had promised the Danes to convert Norway into a Danish province, and he now abolished the council of state and otherwise partially kept his word. The doctrines of the Reformation permeated the country very slowly, but the dissolution of the monasteries and confiscation of church-property were prosecuted with great zeal. The Norwegian towns now began to prosper, and the trade of the country to improve, while the tyranny of the Hansa merchants at Bergen was checked by Christopher Walkendorff (1536). In 1559 Christian was succeeded by his son **Frederick II.**, in whose reign occurred the calamitous seven years' war with Sweden (1563-70), which sowed the seeds of national hatred between the countries, and caused the destruction of Oslo, Sarpsborg, and Hamar, the devastation of many agricultural districts, and the military occupation of others. At the same time the country was terribly oppressed by Frederick's officials, and he himself visited it once only.

His son **Christian IV.** (1588-1648), on the other hand, visited Norway very frequently and was indefatigable in his reforms. He refused to grant fiefs in future to nobles who were not natives of Norway (1596), and he promulgated a Norwegian code (1604), which was a revised edition of the laws of 1274 translated into Danish. He also published an ecclesiastical code (1607), and took energetic measures to exclude Jesuits from the country. At the same time the army was improved, trade was favoured, the silver mines at Kongsberg (1624) and the copper-mines of Røros (1645) were established, the towns of Christiania (1624) and Christiansand (1641) founded anew, and the Hansa factory at Bergen strictly controlled. All these benefits were outweighed by the disasters of the Kalmar War with Sweden (1611-13), during which the peasantry gained their famous victory over the Scottish auxiliaries under Col. Ramsay at Kringlen (p. 63), and still more by those of the Thirty Years' War, in which Christian participated (1625-1629). A second war with Sweden (1643-45) terminated with the severance of Jemtland and Herjedalen from Norway.

New disasters befell Norway in the reign of his son **Frederick III.** (1648-70). The result of the participation of Denmark and Norway in the Swedish-Polish war was that Norway finally lost Båhus-Län, Idre, and Särna. During this war Halden earned for itself the new name of Fredrikshald by the bravery of its defenders. These misfortunes, however, led to a rupture with the existing system of government. On ascending the throne Frederick had signed a pledge which placed him in the power of the nobility, but during the wars the incompetency of the council of state, and the energy of the king and citizens in defending Copenhagen, had greatly raised him in the public estimation. At a diet held at Copenhagen in 1660 the indignation of the clergy and burghers against the nobility burst forth, and they demanded the abolition of its oppressive privileges. It was next dicovered that the pledge given by the king was subversive of all liberty and progress, the king and the lower Estates proceeded to declare the succession to the throne hereditary, and Frederick was empowered to revise the constitution. The result was that he declared the king alone to be invested with sovereign and absolute power, and to this document he succeeded privately in procuring the signatures of most of the members of the diet. This declaration became law in 1661, but was not actually promulgated till 1709. These great changes were on the whole beneficial to Norway. The country was at least now placed on an equality with Denmark, and the strict bureaucratic administration was preferable to the old evils of local tyranny and individual caprice. The supreme authority now consisted of the heads of the five government departments, presided over by the king, and the feudal lords with their local jurisdictions were replaced by crown-officials.

Frederick's son **Christian V.** (1670-99) was not unsuccessful in the Skåne war against Sweden (1675-79), but his chief merit as regards Norway was the promulgation of a code (1687), based on the Danish code of 1683, and of a church ritual for both countries. The creation of the new counties or earldoms of Laurvig and Tønsberg, afterwards called Jarlsberg, and of the barony of Rosendal were unproductive of benefit to Norway. The unjust treatment of his minister *Griffenfeldt*, who for a trivial offence was cruelly imprisoned for 22 years, forms a blot on this king's memory.

Christian V. was succeeded by his son **Frederick IV.** (1699-1730), in whose reign was waged the great northern war in which the Norwegian naval hero *Peter Vessel* (ennobled under the name of *Tordenskjold*) took a prominent part. The sole gain to Denmark by the Peace of Fredriksborg (1720) was the renunciation by Sweden of its immunity from Sound dues. The king husbanded his finances, but often procured money by discreditable means. He hired out mercenary troops, sold most of the crown-property in Norway, and granted a monopoly of the trade of Finmarken. These abuses, maladministration, and an attempt to alter the land laws so embittered the Norwegians, that a union with Russia was actually proposed. In this reign a mission to Lapland was organised (1714), Th. von Vesten being one of its chief promoters, and Hans Egede went as a missionary to Greenland (1721).

Under Frederick's son **Christian VI.** (1730-46) Norway was injuriously infected with German Puritanism, which enjoined the utmost rigidity of church observances and abstention from all worldly amusements. Among the expedients used for reviving trade in Denmark was an oppressive enactment that S. Norway should draw its sole corn supplies from that country. The fleet, however, was strengthened, an efficient militia organised, and education promoted. A long peace favoured the growth of commerce, navigation, and industry.

In the reign of **Frederick V.** (1746-66) the grievous sway of Puritanism came to an end, and art and science were zealously cultivated. A mining school was founded at Kongsberg, and a mathematical school at Christiania, and at Trondhjem a useful scientific society was established by *Gunnerus*, *Schøning*, and *Suhm*, a learned Dane (1760-67). The frontier between Norway and Sweden was measured and defined (1759), facilities were afforded to commerce, and skilled miners introduced from Germany. Complications with Russia connected with the affairs of Sleswick caused severe financial losses to Denmark and Norway, and the increased taxation provoked a revolt at Bergen, which, however, was soon quelled (1763). Notwithstanding these drawbacks, Norway prospered under the absolute monarchy, while Denmark languished. The king in Denmark, being separated from the lower classes by a wealthy and influential aristocracy, was

unable effectually to redress their grievances, and they still groaned under the evils of serfdom and compulsory service. With the exception of Copenhagen, the towns were almost equally oppressed, and in 1769 the whole population of Denmark did not exceed 800,000 souls. In Norway, on the other hand, the peasantry enjoyed freedom, the towns had thrown off the oppressive Hanseatic yoke, and feudal jurisdictions were abolished, while complaints against officials were addressed to the king in person. A class of native officials had also sprung up, affording an additional element of security. While the population had numbered 450,000 only in 1664, it rose to 723,000 in 1769. The number of Norwegian ships also increased from 50 to 1150. The peasantry had benefited greatly by the sale of the crown-estates, and the trade of Norway now far surpassed that of Denmark. At the same time frequent intercourse with England and other foreign countries served to expand the Norwegian mind and to prepare the way for a period of still greater enlightenment and prosperity.

During the long reign of the imbecile **Christian VII.** (1766-1808) his authority was wielded by his ministers. *Struensee*, his German physician, was the first of these. His measures were those of an enlightened absolutism. He simplified judicial procedure, abolished torture, excluded the lackeys of noblemen from public offices, deprived the aristocracy of their privileges, bestowed liberty on the press, and husbanded the finances. The peremptory manner in which these and other reforms were introduced gave great offence, particularly as Struensee took no pains to conceal his contempt for the Danes. Christian's stepmother accordingly organised a conspiracy against him, and he was executed in 1772. His successor was *Ove Guldberg*, a Dane, who passed a law that Danes, Norwegians, and Holsteiners alone should be eligible for the government service, and rescinded Struensee's reforms (1776). In 1780 an attitude of armed neutrality introduced by the able *Count Bernstorff* gave a great impulse to the shipping trade, but the finances of the country were ruined. In 1784 the *Crown Prince Frederick* assumed the conduct of affairs with Bernstorff as his minister, whereupon a more liberal, and for Norway in particular a more favourable era began. The corn-trade of S. Norway was relieved from its fetters, the trade of Finmarken was set free, and the towns of Tromsø, Hammerfest, and Vardø were founded. On a renewal of the armed neutrality (1800-1801), Great Britain attacked Copenhagen and forced the Danes to abandon it. Six years later Napoleon's scheme of using Denmark's fleet against Great Britain led to a second attack on Copenhagen and its bombardment by the British fleet, which resulted in the surrender of the whole Danish and Norwegian fleet to Great Britain (1807). Denmark, allied with France, then declared war both against Great Britain and Sweden (1808), and almost at the same period Christian died.

On the accession of **Frederick VI.** (1808-36) the affairs of the kingdom were in a desperate condition. The British did not attack the country, but contented themselves with capturing as many Danish and Norwegian vessels as possible and ruining the trade of the country by blockading all its seaports. Owing to an over-issue of paper-money the government was soon unable to meet its liabilities and declared itself bankrupt (1813). Meanwhile Norway was governed by a separate commission, presided over by *Prince Christian Augustus of Augustenburg* (1807), and was so well defended that it lost nothing by the peace of Jönköping (1809). The independence of the peasantry, the wealth of the burghers, and the success of their country in the war against Sweden naturally created in the minds of the Norwegians a proud sense of superiority over the unhappy Danes, while the liberality of their views widened the breach with a country still groaning under absolutism. A 'Society for the Welfare of Norway' was founded in 1810, and a Union with Sweden was warmly advocated, particularly by the talented Count Herman Wedel-Jarlsberg. The Danish government made some vain attempts to conciliate the Norwegians, as for example by the foundation of a university at Christiania (1811), which had been proposed so far back as 1661, but the Norwegians themselves provided the necessary funds. In concluding a treaty with the Russians in 1812, Sweden obtained their consent to its future annexation of Norway, and at the Peace of Kiel in 1814 the Danes were compelled to make the cession. Frederick thereupon released the Norwegians from their allegiance to him, and the union of Norway with Denmark, which had subsisted for more than four centuries, was thus dissolved.

The **Literature** of Norway from the Reformation to the end of the union is inseparable from that of Denmark. As translators of old northern laws and sagas may be mentioned *L. Hanssøn* (d. 1596) and *P. C. Friis* (d. 1614), of whom the latter also wrote interesting works on Norwegian topography and natural history in his native dialect. *A. Pedersen* (d. 1574), of Bergen, was the author of a description of Norway and of the 'Capitulary of Bergen'. The historian and topographer *J. Ramus* (d. 1718) and the poet *Peter Dass* (d. 1708), the still popular author of 'Nordlands Trompet', were also natives of Norway, while *T. Torfæus* (d. 1719), a famous historian of Norway, was an Icelander. By far the most important author of this period was *Ludvig Holberg* of Bergen (d. 1754), the poet and historian, whose 'Peder Paars', 'Subterranean Journey of Nils Klim', and comedies have gained him a European reputation. Among later poets and authors *C. B. Tullin* (d. 1765), *J. H. Vessel* (d. 1785), *C. Fasting* (d. 1791), *E. Storm* (d. 1794), *T. de Stockfleth* (d. 1808), *J. N. Brun* (d. 1816), *J. Zetlitz* (d. 1821), and *C. Friman* (d. 1829) are noted for the national character and individuality of their writings, which are

uninfluenced by the French and German taste then prevalent in Denmark. This national school was partly indebted for its origin to the foundation of the 'Norske Selskab' at Copenhagen in 1772, while the 'Lærde Selskab' of Trondhjem, founded by *Gunnerus*, the naturalist (d. 1773), and *Schøning*, the historian (d. 1780), promoted scientific research. On the whole, notwithstanding the want of good national schools, the Norwegian literature of this period ranks at least as high as the Danish.

Union of Sweden and Norway.

After the Peace of Jönköping in 1809 Norway was governed by Prince Frederick of Hessen and afterwards by *Christian Frederick*, cousin of King Frederick and heir to his throne. Christian was a popular prince, and even after the terms of the Peace of Kiel had been adjusted he made an effort to secure the sovereignty of the country for himself. He summoned an assembly of notables to Eidsvold (Feb., 1814), stated the terms of the Peace of Kiel, which had not yet been published, and declared that he would assert his claim in spite of it. The assembly denied the right of the King of Denmark to hand over Norway to Sweden, but also declined to recognise the prince's hereditary claim. They, however, appointed him regent until a national diet should be summoned to consider the state of affairs. The King of Sweden promised the Norwegians a liberal constitution if they would submit to his authority; but his offer met with no response, the country eagerly prepared to assert its independence, and a temporary government was constituted. On 10th April, 1814, the representatives of the country met at Eidsvold, a constitution framed chiefly by *K. M. Falsen* (d. 1830) was adopted on 17th May, and on the same day *Christian Frederick* was proclaimed king. *Count Wedel-Jarlsberg*, the most far-seeing of the Norwegian statesmen, who had urged a union with Sweden, was overruled on this occasion, but his object was soon afterwards attained. About the end of June ambassadors of the guaranteeing powers, Russia, Britain, Austria, and Prussia, arrived at Christiania to demand fulfilment of the Peace of Kiel and to recall the regent in the name of the King of Denmark. After fruitless negociations and the outbreak of a war with Sweden, which was terminated by the Convention of Moss on 14th August, the Swedish regent temporarily recognised the new Norwegian constitution, and Christian summoned a Storthing to meet at Christiania in October, to which he tendered his resignation, and immediately afterwards set sail for Denmark. He afterwards reigned over Denmark as Christian VIII. (1839-48). During the same month the Storthing, though not without reluctance, affirmed the principle of union with Sweden, and several modifications were made in the Eidsvold constitution, and on 4th November **Charles** (XIII. of Sweden) was unanimously proclaimed king. On 10th

November the crown-prince Charles John solemnly ratified the constitution at Christiania. With pardonable national pride, however, the Norwegians still observe the 17th of May, 1814, as the true date of their political regeneration.

At first as regent, and after the death of Charles XIII. (1818) as King of Norway (1818-44), *Charles John* or **Charles XIV.** had a difficult task to perform in governing two kingdoms to which a few years previously he had been an entire stranger, and with whose languages he was imperfectly acquainted. The internal affairs of both countries were, moreover, in an abnormally unsettled condition, and their finances were well-nigh ruined, while foreign states looked askance at the *parvenu* king and his almost republican kingdom of Norway. In 1815, however, the legislative authorities of the two kingdoms drew up a formal Act of Union, placing the connection of the countries on a satisfactory basis. By the sale of the island of Guadeloupe to England the king was enabled to pay part of the national debt of Sweden, and he adopted other wise financial measures. Among other serious difficulties was that of calling in the unsecured Danish banknotes still circulating in Norway, a task which occasioned heavy sacrifices, and at the same time a bank was founded at Trondhjem (1816). In 1821 a new burden was imposed by the unlooked for liability of Norway for part of the national debt of Denmark, while the introduction of a new educational system and other reforms was attended with great expense. About this period the king displeased his democratic Norwegian subjects by opposing their abolition of titles of nobility (1821), by attempts to enlarge the prerogatives of the crown and to obtain for it the absolute right to veto the resolutions of the Storthing (1824), by appointing Swedish governors of Norway, and by yielding to what were considered the unjust demands of Great Britain in consequence of a fracas at Bodø. On the other hand, by rigid economy, sound administration, and the legalised sale of church-property for educational purposes (1821), and owing to good harvests and successful fisheries, the prosperity of the country rapidly improved, while the king's firmness of character and his self-denial in renouncing his civil list for a period of ten years in order to assist in paying the national debt justly gained for him the respect and admiration of his people. From 1836 onwards the highest offices in Norway were filled with Norwegians exclusively, and a new communal code (1837), penal code (1842), and other useful laws were passed. — In Sweden the French revolution of 1830 caused a great sensation and led to a fruitless demand for the abolition of the existing constitution. A conspiracy in favour of Prince Vasa (1832) and several riots in Stockholm (1838) were also unsuccessful. On the other hand the king earned the gratitude of his Swedish subjects by the zeal with which he promoted the construction of new roads and canals, particularly

that of the Göta Canal, and furthered the interests of commerce and agriculture, and at the time of his death the internal affairs of both kingdoms rested on a sound and satisfactory constitutional basis.

The administration of his son **Oscar I.** (1844-59) was of a still more liberal and enlightened tendency. This gifted and highly educated monarch thoroughly remodelled the law of succession (1845) and the criminal code (1854) of Sweden, and abolished the monopolies of guilds, but he was unsuccessful in his attempts to procure a reform of the constitution (1845 and 1850-51). On his accession the king rendered himself popular in Norway by presenting it with an appropriate national flag, and he was afterwards a scrupulous observer of the constitution of that country. At the same time the population and wealth of Norway increased rapidly. His temporary interposition in the German and Danish war regarding Sleswick, which led to the Armistice of Malmö (1848) and afterwards to the occupation of Northern Sleswick by Swedish and Norwegian troops, was regarded with favour in both of his kingdoms, where patriotic Scandinavian views were then in vogue.

Oscar's eldest son **Charles** (XV. of Sweden; 1859-72), a highly popular, though pleasure-loving monarch, who was endowed with considerable artistic and poetical talent, inaugurated the present representative constitution of Sweden in 1865, while in Norway the triennial Storthing was made annual (1869). In both countries the principle of religious equality was extended, new railways and roads constructed, and other reforms introduced. A threatened conflict between the representatives of the two countries was averted through the king's influence, and to his wisdom was due the neutrality observed during the German and Danish war of 1863 and the Franco-German war of 1870-71, although his subjects warmly sympathised with the Danes in the one case and with the French in the other.

In 1872 Charles was succeeded by his brother, the present king **Oscar II.**, a gifted prince, endowed like his father and elder brother with considerable taste for science, poetry, and music. Materially and intellectually his kingdoms have recently made rapid strides. Latterly the radical and republican movement has gained considerable ground in Norway, where it has been accompanied by a strong ultra-nationalistic spirit, revealing itself largely in a revulsion of feeling against the union with Sweden.

In both kingdoms the field of **Literature** has been most sedulously cultivated during the present century. In SWEDEN there existed an academic and a neutral school, as a representative of which may be mentioned *Franz Michael Franzén* (d. 1847), the graceful lyric poet. An opposite tendency was exemplified by the romantic school, which consisted of two groups. The leader of one of these groups, called 'Phosphorists' from their periodical 'Phos-

phoros', was *Per Daniel Amadeus Atterbom* (d. 1855), distinguished for his popular songs and his monographs on Swedish poets, but showing a fantastic sentimentality in his more ambitious poems. The chief representatives of the other romantic group, known as the 'Götisk' (Gothic) school, were the historian *Erik Gustaf Geijer* (d. 1847) and *Bishop Esaias Tegnér* (d. 1846). The former was the author of a series of vigorous and beautiful short poems inspired by a genuine Scandinavian sentiment. Tegnér's great lyrical-epical poems, of which the 'Fridthjofs-Saga' is the best known, are characterised by great technical perfection and are also permeated by a truly national spirit. His brilliant rhetoric, however, is responsible for a revival of the bombastic style among his imitators. The Finnish poet *Johan Ludvig Runeberg* (d. 1877), is marked by a noble simplicity, an unusual purity of feeling, and a keen sense of form. His epics and lyrics, especially the glowingly patriotic 'Fänrik Ståls Sägner', claim a worthy place in the world's literature. An isolated and unique position is occupied by *Karl Jonas Ludvig Almqvist* (d. 1866), in whom a powerful imagination is combined with a total disregard of moral restraint. The poems and romances of *Victor Rydberg* (d. 1896) are distinguished by lofty thought and artistic form. Among living poets *Count Snoilsky* (b. 1841) deservedly claims a high place for splendour of diction and national feeling. The works of *A. Strindberg* (b. 1849), *Ola Hansson*, etc., are characterized by an almost repellant 'realism' in both matter and manner, the inevitable reaction against which has been curiously symbolized by Strindberg's retirement to a monastery. As popular authoresses, though inferior to some of their above-mentioned contemporaries, we may mention *Frederica Bremer* (d. 1865) and *Emilie Flygare-Carlén* (d. 1892).

In NORWAY the struggle for independence of Danish influence is illustrated by the passionate *H. Wergeland* (d. 1845) and the more temperate *J. Velhaven* (d. 1873). Through Bjørnson, and still more through Ibsen, Norwegian literature has now acquired a worldwide celebrity. *Bjørnstjerne Bjørnson* (b. 1832) is distinguished by the strength and freshness of his earlier poems, romances, and historical dramas, and by the radical boldness and depth of the ideas in his later sociological plays such as 'Redaktøren' (1875), 'En Fallit' (1875), and 'Kongen' (1879). *Henrik Ibsen* (b. 1828), who also made his début with poems, popular tales, and thoughtful historical dramas, has taken the world by storm with his satirical and philosophical dramas (such as 'Brand', 1866, and 'Per Gynt', 1867), and still more by his series of realistic sociological plays. Among these (nearly all excellently translated by William Archer) are 'Samfundets Støtter' ('Pillars of Society', 1879), 'Et Dukkehjem' ('A Doll's House', 1879), 'Gjengangere' ('Ghosts', 1881), 'En Folkefjende' ('An Enemy of the People', 1882), 'Vildanden' ('The Wild Duck', 1884), 'Rosmersholm' (1886), 'Fruen fra Havet' ('The Lady from the Sea', 1888), 'Hedda Gabler' (1890), 'Bygmester Solnes'

('The Master Builder', 1892), 'Lille Eyolf' ('Little Eyolf', 1895), and 'John Gabriel Borkmann', 1897). These plays are characterized by masterly dramatic form and a ruthless realism in laying bare the shady side of modern life. — The tales and romances of *Jonas Lie* (b. 1833), *Alex. Kjelland* (b. 1849), and *Arne Garborg* (b. 1851) have also met a warm appreciation.

The scientific literature of both Sweden and Norway is also rich, especially in the domains of history, etymology, natural science, and geography. The Arctic explorers *Baron Nordenskjöld* (b. 1832) and *Frithjof Nansen* (b. 1861) have a worldwide reputation.

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1. Christiansand and the Sætersdal.

CHRISTIANSAND, the largest town on the S. coast of Norway, at which numerous steamers touch in summer, lies at the mouth of the *Sætersdal*, which is seldom chosen as an avenue to the interior of Norway in spite of the new railway and the laudable exertions of the 'Christiansands og Oplands Turistforening' to improve the accommodation for travellers. Several fine but fatiguing mountain-paths lead from the head of the valley to the great Telemarken, Hardanger Fjord, and Stavanger Fjord routes.

Christiansand. — **Hotels.** *ERNST'S, in the Vestre Strand-Gade (see below), R. 2½, D. 2½ kr., S. 1 kr. 60 ø.; GRAND, same street, well spoken of; ROYAL, SKANDINAVIE, SALVESEN, all three in the Dronningens-Gade; DAGMAR, Raadhus-Gade 9, by the market-place, unpretending.

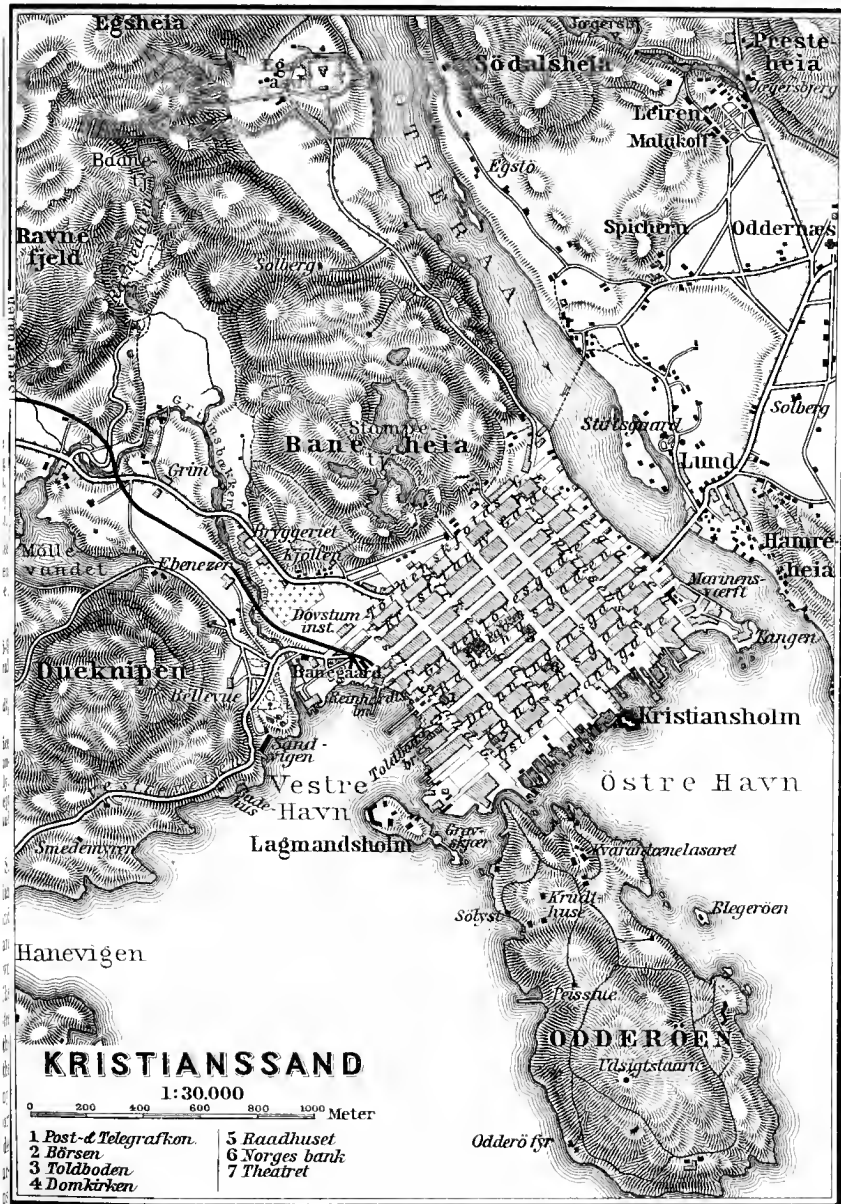
Post and Telegraph Office (Pl. 1), Vestre Strand-Gade 16.

Sea Baths: *Sølyst*, on the *Odderø* (p. 3). hours for men 12-2 and 5-9 (bath 20 ø.). *Warm Baths* adjoining the public gardens, near the cathedral (40-60 ø.).

BRITISH VICE-CONSUL AND AMERICAN CONSULAR AGENT, *Mr. Reinhardt*, Vestre Strand-Gade 10.

STEAMERS to *Christiania*, to *Stavanger*, and to *Bergen* once or twice daily; to *Frederikshavn* in Denmark daily; to *Copenhagen* weekly; to *Hamburg* twice weekly; to *London* weekly; to *Hull* weekly; to *Leith* weekly; also to *Amsterdam*, *Antwerp*, etc. Small local steamers ply daily, except Sundays, to *Arendal-Brevik* and to *Mandal*, twice weekly to *Farsund*, and once or twice daily to *Mosby*, on the Otteraa.

Christiansand, with 14,000 inhab., the largest town on the S. coast of Norway and the residence of one of the five Norwegian bishops, was founded by Christian IV. of Denmark in 1641 and lies at the mouth of the *Otteraa*, or *Torrisdals-Elv*, on a square peninsula, the N.E. side of which is washed by the river. The town has frequently suffered from destructive fires, the last in 1890. The streets intersect at right angles, some parallel with the *Vestre Strand-Gade*, skirting the main harbour, the others parallel with the *Østre Strand-Gade*. It has an excellent harbour, at which all the coasting steamers and others from England, Scotland, Germany, and Denmark touch regularly. Near the centre of the S.W. part of the town, between the Raadhus-Gade and the Gyldenløves-Gade, is the *Cathedral* (Pl. 4), rebuilt in the Gothic style after its destruction by fire in 1880. It contains an altar-piece (Christ at Emmaus) by Eilif Petersen.



Geograph. Anstalt von Wagner & Debes, Leipzig.

The ENVIRONS are picturesque. From the S. angle of the peninsula, where the Vestre and Østre Strand-Gade meet, a ferry (5 ø.) plies to the *Odderø*, a rocky and fortified island. The *Sølyst Baths* (p. 2) lie to the right. The path in a straight direction passes the *Quarantine Hospital* (l.) and leads round to the right to the *Peisstue* (restaurant, evening-concerts twice a week). The left branch leads to a view-tower on the **Kikud* (355 ft.), the highest point of the island. — Opposite the E. angle of the town, on the left bank of the Otteraa, reached by a wooden bridge, is the *Hamreheia* (right), a good point of view. — At the W. angle of the town, near the station of the Sætersdal Railway (p. 4), to the left, begins the road to Mandal ('Vestreveien'), on which, beyond the (1/4 M.) bridge, lies (right) the *Bellevue* (garden-restaurant; music on Sun., 11.30 to 1.15). The *Dueknipen*, ascended hence, affords a fine view. — To the N. of the railway, in the Tordenskjolds-Gade, begins the high-road to the Sætersdal (see below), the beginning of which is shaded with lime-trees. To the left, a short way out, lies the pretty *Cemetery*, which contains the graves and monument of the Danes who fell in the naval battle of Heligoland (1864). Farther on we cross a bridge and the Sætersdal Railway. On this side of the next bridge, about 1 M. from the town, we take the path to the right, leading to the *Ravnedal*. In 10 min. we reach a pond, where rfmts. may be obtained. Thence we ascend abruptly along the rocky wall to the left to (25 min.) the **Ravnefjeld* (view). We now descend to the S.W. to (1/4 hr.) the Sætersdal road, or we may proceed from the Ravnedal to the N.E., viâ the *Egsasyl*, back to the town.

About 3 M. to the W. of the Ravnedal rises the *Graamandsheia* (810 ft.). — On the right bank of the Otteraa, 2 1/2 M. up, are the '*Omvendte Baad*' (a land-mark) and *Oddersjaa*, commanding a pleasing view of the river, its mouth, and the sea. — Steamers ply twice daily from Christiansand up the *Topdalsfjord*, the N. prolongation of the Christiansands-Fjord, to *Rönene* and *Bōen*, on the Topdals-Elv (there and back 2 1/2-3 hrs.). — A trip by boat may be taken to the (6 M.) lighthouse on the *Oxø* ('Oxøfyr'), with its meteorological station.

The Sætersdal.

Itinerary. 1st Day. By RAILWAY to (78 Kil.) *Byglandsfjord* (3 3/4-4 hrs.; fares 3 kr. 90, 2 kr. 50 ø.) and thence by STEAMER to (35 Kil.) *Ose* (3 1/2-4 hrs.; fare 1 kr. 80 ø.). — 2nd Day. By ROAD (skyds) to *Flateland*, and thence on foot, with guide, to (4 1/2 hrs.) the club-hut on the *Store Bjernevand*. — 3rd Day. On foot to *Dalen*, a walk of fully 12 hrs. — As an alternative we may drive (skyds) on the 2nd day to *Bykle*, and walk or ride thence on the 3rd day to (10-11 hrs.) *Bredvik*, whence a long day's march (12-14 hrs.) brings us on the 4th day to the *Suldalsvand*. — The trip may be eased by spending a night in *Sætersdalens Sommerhjem* and another at *Viken*, which afford the best accommodation.

The *Sætersdal*, a valley running to the N. of Christiansand, about 230 Kil. (143 Engl. M.) in length, and watered by the *Otteraa* or *Torrisdals-Elv*, is interesting both for its scenery and the primitive character of the inhabitants, a tall, strongly-built race, who still cling to their old dress and customs.

The new narrow-gauge RAILWAY ascends the right bank of the Otteraa, passing numerous farms. 7 Kil. *Kvernvolden*, with the farms of *Stray*. At (10 Kil.) *Mosby*, with its cotton-mill, we cross the river. From (15 Kil.) *Vennesla* a short branch-line runs to *Vigeland* and the paper-mill of *Hundsfos*. Beyond (20 Kil.) *Grovene* the train recrosses to the right bank. 28 Kil. *Røiknes;* 35 Kil. *Iveland;* 39 Kil. *Gaaseflaa;* 44 Kil. *Hægeland*, on the *Kilefjord* (460 ft.); 52 Kil. *Hornesund;* 56 Kil. *Moisund;* 63 Kil. *Hornnæs*. Near (67 Kil.) *Evje* are the nickel and copper mines of *Evje Nikkelværk* and many tombs of the 5th or 6th century. — 74 Kil. *Systveit*.

78 Kil. **Byglandsfjord** (*Hotel*, new), also called *Vasenden*, lies at the S. end of the *Byglandsfjord*, a lake 22½ M. long, traversed by the Otteraa.

The STEAMER JOURNEY on the Byglandsfjord is pretty enough, but offers no points of special beauty. The S. part of the lake, enclosed by low and steep hills, is called the *Aardalsfjord*. On the right rises the *Aardalsnut* (2510 ft.). We then pass the church of *Aardal*. The steamer rounds a promontory with the farms of *Frøirak* and *Berg* and enters the Byglandsfjord proper. On the right are the steep *Foneklev*, which the road crosses, and the church of — *Bygland*, situated in a pleasant side-valley, at the foot of the *Lysheia* (2770 ft.). The steamer stays here 2 hrs. The sanatorium or health-resort called **Sætersdalens Sommerhjem** (80 beds; fishing to be had) is recommended for a visit of some duration, but also receives transient guests (Engl. Ch. Service in July and August).

The navigable channel narrows. Beyond *Urdviken*, amidst fine mountain-scenery, the steamer passes through a lock (beyond which it cannot go when the water is low) and under the bridge which carries the highroad back to the W. bank, and reaches the *Aaraksfjord*, the N. part of the Byglandsfjord. On the E. bank of the fjord is the church of *Sandnæs*. On the W. bank, on the high-road, lies *Frøisnæs* (quarters at Ole Torbjørnsen's, with beds for tourists).

About 1½ hr. after starting the steamer reaches **Ose** (quarters at *T. J. Heistad's*), which stands on the highroad, 18 Kil. from Bygland. One of the farm-houses here possesses two interesting old Stabbure and several curiosities, including old bridal ornaments. A little farther up the valley is the church of *Osstad*.

The ROAD follows the W. bank of the river, skirts the *Rustfjeld* (3510 ft.), and passes the gaard of *Langeid*, which the steamer sometimes reaches if the height of the water serves (10 Kil. from Ose; 1 hr.). Quarters may be obtained at Tarald Halvorsen's in *Hægland*, near Langeid.

From Langeid a fatiguing mountain-path (tourist-hut on the Gauttheivand projected) leads to the *Lysefjord* (p. 91). Two days. Guide (12-14 kr.) and provisions necessary.

30 Kil. *Rysstad* (modest quarters at Bjørgulf G. Rysstad's), near the church of *Hyllestad*. Scenery rather monotonous.

At *Flaarenden*, about 7 Kil. from Rysstad, the road crosses to the E. bank of the river. Scenery grander. To the left is the *Hallandsfos*, a waterfall with some of the largest 'giant's cauldrons' in Norway, one of them 26 ft. deep.

20 Kil. **Viken i Valle** (good quarters at *Dreng Bjørnaraa's*). The church of Valle has an altar-piece by Fed. Barocci. The gaard of *Aamlid*, on the W. side of the river, contains an ancient 'Aarestue'. The *Svarvarnut* (4525 ft.), ascended from Aamlid, is a fine point of view. The gaard of *Homme*, near Valle, also affords a good view.

From Viken the BISPEVEI ('Bishop's Way'), the best of the bridle-tracks leading out of the upper Sætersdal, joins the road mentioned at p. 38 about 6 Kil. to the S. of *Veum* (12-13 hrs.; horse and guide from Viken to Veum about 14 kr.). From Venm we proceed viâ *Midtgaarden* to *Bandakslid* or to *Dalen* (p. 38), where we join the main Telemarken route from Skien to Odde.

From Aamlid over the mountains to *Aardal* on the Stavanger Fjord (p. 92), two days; guide 12-14 kr.

Travelling by 'skyds' ends at Viken. But we may drive on to **Flateland** (about 12 Kil. from Viken), where the mountain-route to Dalen diverges (see below), or beyond Flateland to *Bjørnaraa*, passing the *Byklestig*, a flight of steps 140 ft. high ascending the mountain-slope, and to (28 Kil. above Viken) —

Bykle or *Byklum* (1800 ft.; *Ole Drengsen*, rustic but good). Near it is the *Sarvfos*, the highest waterfall (100 ft.) of the Otteraa, which we reach by a good path.

Abont 2 M. to the W. of Bykle lies the *Bosvand* (1750 ft.; $8^3/_4$ M. long), at the W. end of which is *Brattelid i Bykle*. Rongh paths, crossing several torrents, lead thence to the W. to the *Hjøsenfjord* (p. 92) and to the N.W. to *Øiestad* on the *Suldalsvand* (p. 94), each 14-16 hrs. (guide).

The bridle-path on the W. bank of the river ascends past the gaards (where bread and milk only are to be had) of *Hoslemo* and *Ørnefjeld* to ($10^1/_2$ hrs.) the gaard of —

Bredvik or *Breivik* (tourist-beds and scanty fare at *Knud Alfsen's*), near which there is a small colony of Lapps with about a thousand reindeer.

FROM FLATELAND TO DALEN, $1^1/_2$ day (guide 8 kr., with horse 22 kr.). This mountain-pass, lately improved, is one of the best ways for leaving the Sætersdal. The path ascends by the gaard of *Rygnestad* (with a 16th cent. 'stabbur' or storehouse) and leads past the kettle-shaped *Vaiagjuv* to the *Lille Bjørnevand* (l.) and to the lower end of the *Store Bjørnevand*. According to the regulations of the 'Turistforening', there should always be a boat here for crossing the lake. If not, we cross the outflow of the lake and walk on from the N. bank to the new *Club Hut* (ca. $4^1/_2$ hrs. from Flateland), where the night is spent. Next day we ascend still farther and then

follow the ridge, passing several lakes and sæters and crossing small streams, to *Kjønningsvik*, the first sæter in Telemarken, and the gaard of *Grimedalen* (ca. 9 hrs. from the club-hut). A good path, affording a view of the Bandaksvand and passing near the *Skafse-Kirke*, descends hence to (3 hrs.) *Dalen* (p. 38).

The MOUNTAIN ROUTE FROM BREDVIK TO THE SULDALSVAND (13-14 hrs., incl. rest of 2-3 hrs.) is very fatiguing and must be made on horseback by all but robust mountaineers with guides. Provisions have to be brought from Christiansand or Sommerhjem. The route leads at first over much marshy ground and crosses several strong and sometimes violent streams, over which the Tourist Club has recently constructed bridges. The passage of the huge *Meienfjeld*, where reindeer are often seen, is, however, interesting. In descending from the head of the pass (ca. 3940 ft.) we have frequently to dismount and let the guide lead the horse. Vast snowfields and smooth granite rocks are traversed, while around rise the ice and snow-bound peaks of lofty mountains. There is a club hut at the sæters of *Bleskestadmoen*. Finally we make a steep descent to the gaard of *Bleskestad*, whence a good path leads to (6 Kil.) *Roaldkvam*, where plain but satisfactory quarters are obtained. From Roaldkvam to *Næs* (p. 95), 1/2 hr. by boat.

Less interesting is the route from Bredvik to the *Børte Hotel*, on the *Børtevand* (p. 39), or the path up the Sætersdal from Bredvik to (15 Kil.) *Bjaa*, the highest gaard in the valley (beds at Knud Bjørgufsen's), and to *Flaathyl* on the *Haukeli Road* (p. 40). Each of these routes takes a day.

From Christiansand to Christiania.

STEAMBOATS of the 'Sommer-Postrute' daily in 20 hrs. (fares 15 kr. 60, 9 kr. 75 ø.); distance, as the crow flies, 156 Engl. M.; 13 stations. The voyage is chiefly '*indenskjærs*', *i.e.* within the *Skjærgaard*, or belt of islands which flanks the coast, where the water is perfectly smooth. We give the distances in Norwegian sea or nautical miles (S. M.) from station to station (see Introd., p. vi).

The voyage presents no special attraction till we enter the Christiania Fjord. The vast extent of sea studded with rocky islands has the effect of dwarfing the scenery. Several of the coast hills rise to 2300 ft., and are often well wooded though they appear bare from a distance.

Lillesand (Hôt. Norge), with 1600 inhab. (narrow-gauge railway to Flaksvand, 17 Kil.), and *Grimstad* (Hôt. Møller), with 3200 inhab., are the first stations. Between the two is the *Homborgsundfyr.* — A picturesque channel, marked by two lighthouses *(Torungerne)*, leads between the islands of *Hisø* and *Tromø* to the *Galtesund* and —

10 S. M. **Arendal** *(*Lundegard*, on the quay, R. & A. 2 1/2-3 kr.; *Fønix*, near the church; Brit. vice-consul, *Mr. M. Kallevig;* U. S. Com. Agent, *Mr. C. Eyde)*, with 5000 inhab., picturesquely situated on the hill rising over the mouth of the *Nid-Elv*. It is a busy trading and ship-building place, and has an excellent harbour. The

new Gothic church of brick, with its lofty spire, was built by Christ. Fürst. Fine view from a small terrace planted with trees above the quay, including the masts of innumerable ships and the small towns of Kolbjørnsvik (on Hisø) and Rævesand (on Tromø). A more extensive view is obtained from the *Stintehei*, above the town.

A posting-road leads from Arendal to (11 Kil.) *Brække i Meland* and (18 Kil.) the small seaport of *Tvedestrand*, then inland by (14 Kil.) *Uberg* to (18 Kil.) *Simonstad*, at the N. end of the lake *Nelaagfjord*, amidst fine woods, where the beaver still occurs. A shorter route is by road to (35 Kil.) the ruined gaard *Rustdalen*, and thence by boat (to be ordered by telephone from Simonstad) over the Nelaagfjord to (6 Kil.) Simonstad. — From Simonstad to the *Nisservand*, comp. p. 37.

Farther on, to the left, we see the little town of *Barbo*, adjoining Arendal on the N. The banks of the *Tromøsund*, through which the steamer steers towards the N., are finely wooded. Numerous settlements and wharves are seen on both sides. Near the N. end of the sound, to the left, stands the *Flangstadkirke*. Farther on we pass the *Mækkelasfyr*, marking the entrance of the *Oxefjord* (for *Tvedestrand*, see above), and then the *Lyngør*.

6 S. M. *Risør* (Thiis, by the pier, well spoken of; Busch, in the town; Brit. vice-consul, Mr. A. F. Finne), a town of 3100 inhab., beyond which the coast is unprotected for some distance.

4 S.M. **Kragerø** (**Central Hotel*, 5 min. from the pier, R. 2, D. 2, S. 1½ kr.; *Victoria*, small, near the Central; Brit. vice-consul, *Mr. Tom Parker*), a busy trading port with 6000 inhab., opposite the island of that name. It contains a large church by G. Bull, and a monument, by Middelthun, to Prof. Schweigaard (p. 12), a native of the place. Passing the latter, we reach (6-8 min.) the terrace above the town, with a large school and a bust of King Oscar II. (*View of town and islands). — Apatite, a kind of phosphate found plentifully in the environs, yields artificial manure.

From Kragerø a posting-road leads by (10 Kil.) *Steen*, (17 Kil.) *Lenæs* on the *Tokevand*, and (21 Kil.) *Holte i Drangedal* to (18 Kil.) *Bø*. Thence by road (about 30 Kil. more) to *Strand i Vraadal* (p. 37).

The coasting steamers pass through the picturesque *Langøsund*, a very narrow strait between precipitous rocks (particularly narrow at the *Kreppa*, or N. end), while the large steamers follow the wider channel passing the lighthouse (r.) on *Jomfruland*. **Langesund** (*Wright's Hotel*, *Central*, both small), with 1400 inhab., lies on the *Langesunds-Fjord*, which is prolonged to the N. by the *Eidanger Fjord* and the *Friersfjord*, the latter extending to Skien. To the right rises the lighthouse *Langesunds-Fyr*.

From Langesund to Porsgrund and Skien viâ Brevik, 29 Kil., steamer several times daily, except Sunday, in 2½-3 hrs. Soon after starting we touch at *Brevik* (p. 34). A steam of ¾ hr. on the Friersfjord brings us to *Porsgrund* (p. 34), whence we ascend the *Skiens-Elv* in ¾ hr. more to *Skien* (p. 35).

The steamer, unprotected by islands, next passes the *Nevlunghavn*, and then enters the pretty approach, past the *Svennørfyr* and

the *Fredriksværn-Fyr*, to *Fredriksværn*, with 1300 inhab., formerly a small fortress. The Møllerbjerg affords a fine sea-view. We now steer to the N. through the *Laurviks-Fjord* to —

7 S. M. (from Kragerø) **Laurvik** (p. 34).

Farther on, the steamer passes the mouth of the *Laagen* to the E. and rounds the furrowed *Hummerberg*. It then crosses the mouth of the *Sandefjord*, at the N. end of which lies the little town of that name (p. 33), with sulphur and sea baths (reached from Christiania by train or by steamboat), skirts the *Tønsbergs Tønde* near *Tønsberg* (p. 33), and next reaches —

10 S. M. **Vallø**, with a pasteboard-manufactory, the first station in the **Christiania Fjord.** This picturesque fjord, at first 7-8 Engl. M. broad, and extending N. for about 45 M., is enclosed by rocky banks of moderate height, wooded with birches and pines, and enlivened with numerous villages, at which none of the larger steamers touch. We next stop at —

8 S. M. **Horten** (**Sørbye's Hotel*, R. $1^1/_2$ kr.; *Victoria Hotel)*, a town with 9000 inhab., near which is *Karl-Johansværn*, the principal Norwegian government dockyard, with its quays and a brick church. Railway to Holmestrand, see p. 33.

On the E. shore of the fjord, opposite Horten, and behind the island of *Hjelland*, lies (8 S. M.) **Moss** (p. 78), at which several of the larger steamers touch.

The fjord now expands to a breadth of about 12 Engl. M. On the left opens the Drammens-Fjord (p. 23). We next enter a strait narrowing to $^1/_2$ M., about 9 M. long, which connects the outer with the inner Christiania Fjord. On the right lies the next station —

8 S. M. (from Moss) **Drøbak**, a pleasant watering-place, with 2400 inhab. and numerous villas. We pass the fortified islet of *Kaholmen (Oscarsborg)* and the bleak *Haa-Ø*, beyond which the inner fjord expands. To the N.W. now appear the porphyry ranges of the *Kolsaas* (1210 ft.), the *Skougumsaas* (1140 ft.), and, farther to the W., the *Vardekolle* (p. 23). On the left bank is the cement factory of *Stemmestad*. In the fjord are the islands of *Steilene*, with large tanks of petroleum, and *Elgjærnes*, with sea-baths. At the promontory of *Næsodtangen*, on the E. side of the fjord, we come in sight of Christiania, with the conspicuous palace on the hillside, the fortress of Akershus in the foreground, and the Tryvandshøide (with Frognersæter, p. 20) rising in the distance: a beautiful picture.

The vessel steers past several islands: on the left the *Lindø* and the *Hovedø* (with interesting strata of greenstone); on the right the *Græsholm* and the *Blekø*, beyond which we obtain a fine glimpse of the Bundefjord, with its numerous country-houses. We land at the *Bjørvik*, the harbour of (4 S. M.) *Christiania*.

KRISTIANIA
1 : 20.000
0 100 200 300 400 500 600 700 800 Mètres
A
B
C
1
2
3
4
5
Drammen
Fredriksborg
Hegdehaugen
Frogner
Frogner Elv
Frognerhöi
Solheim
Eckersbergs G.
Odinsgaden
Lille Frogner
Briskeby
Uranienborg K.
Eitsenbergveien
Sæteren
Braaten
Frognerhoug
Skarpsno
FROGNERKILEN
Oskarshal
LADEGAARDS-
ÖEN
Framnes
Langviken
Brandskjær
Fillipstad
Observator
Fjeldstuen
Fillipstadbryggen
1. Armeeintendent E.4.5.
2. Athenæum E.4.
3. Blinde-Institut B.2.3.
4. Dampkjökken E.4.
5. Diakonisse-Anst. Sygeh. E.F.2.
6. Frimurerlogen E.4.
7. Gasværket G.3.
8. Geograph. Opmaaling D.E.3.
9. Handelsgymnasium E.3.
10. Höisteret F.4.
11. Indredepartement E.3.
12. Justitsdepartement F.3.
13. Kaserne E.F.3.
14. Kemisk Laboratorium E.3.
15. Kirkedepartement F.4.
16. Kjerulfs Monument E.3.
17. Krigsskolen F.4.
18. Kristiania Theatret E.4.
19. Kunstindustrimuseet E.2.3.
20. Marinedepartement E.3.

Geograph. Anst. v. Wagner & Debes, Leipzig.

2. Christiania and Environs.

Arrival. The large STEAMERS land their passengers in the *Bjørvik*, or E. harbour, near the Custom House (*Toldbod*; Pl. F, 5). The custom-house examination takes place on board the steamer. Porterage from the steamer to the hotels: 50 ø. for 65 lbs. or under (only porters with badges should be employed). Cabs (see below) are generally scarce; but a boy (20 ø.) may be sent to fetch one from the Jernbane-Torv, near the harbour. — Travellers by RAILWAY from Sweden, from Fredrikshald, or from Trondhjem arrive at the *Øst-* or *Hoved-Banegaard* (Pl. F, 4), where luggage from Sweden is cursorily examined; travellers from Telemarken arrive at the *Vest-Banegaard* (Pl. D, 4). Porterage and cabs thence to the hotels, as above. Omnibuses of the larger hotels, 50-75 ø.

Hotels. *VICTORIA (Pl. v; F, 4), at the corner of the Raadhus-Gade and Dronningens-Gade, a large, old-established house, R. 2½-5 kr., L. 50, A. 50 ø., B. 1, table-d'hôte 3¼, cold supper 2, warm 3 kr.; *GRAND HÔTEL (Pl. g; E, 3), at the corner of the Carl-Johans-Gade and the Rosenkrants-Gade, well situated at the E. end of the Eidsvolds-Plads, similar charges. — *HÔTEL DU BOULEVARD (Pl. b; E, 3), Storthings-Gade 8, second floor (café on the groundfloor, restaurant on the first floor); *SKANDINAVIE (Pl. s; F, 4), at the corner of the Carl-Johans-Gade and the Dronningens-Gade, quiet, R. 2-4, L. ½, A. ½, B. 1-1½, D. 3, S. 1½ kr.; BRITANNIA (Pl. b; F, 4), at the corner of the Toldbod-Gade and the Store Strand-Gade, the nearest hotel to the quay, well spoken of, R., L., & A. 1½-3 kr.; ANGLETERRE (Pl. a; E, 4), at the corner of the Raadhus-Gade and the Kongens-Gade, R., L., & A. 1½, B. 1 kr.; STOCKHOLM, at the Øst-Banegaard. — **Private Hotels** (generally managed by women, with Norwegian servants; much patronized by natives, but also well spoken of by foreigners). BELLEVUE, Carl-Johans-Gade 35; FRU NANNA FLORELIUS, same street, 39; FRU BYE, Carl-Johans-Gade 33, entrance Akers-Gade 26; SØSTRENE WAALEN, Carl-Johans-Gade 12; FRO D. BRORSEN, Stortbings-Gade 10; CENTRAL PRIVAT HOTEL, Stortbings-Plads 7; SØSTRENE SCHEEN, Prindsens-Gade 26, to the S. of the Storthing Building; FRU HANSEN, Tordenskjolds-Gade 6.

Restaurants. **Logen*, in the Freemasons' Lodge (p. 12), D. (1-4.30 p.m.) 2-4 kr.; **Grand Hôtel*, see above; **Christoffersen's Efterfølger*, corner of Bank-Plads and Kirke-Gade, first floor; **Hôt. du Boulevard* (first floor; see above), D. à la carte 1-2 kr., much frequented; *Restaurant in the park of *St. Hanshaugen* (see p. 17); *Tivoli*, see p. 11. — **Cafés.** In the **Grand Hôtel*, see above; **Logen*, see above; **Tostrupgaarden's Café*, Carl-Johans-Gade 25 (also hot dishes). Norwegian beer on draught at all the cafés. — **Confectioners.** **Baumann*, Øvre Slots-Gade 10; *Günther*, Carl-Johans-Gade, corner of Akers-Gade.

Cabs. The fares subjoined are for one-horse cabs in the Inner Town, to which nearly the whole of the area of our Plan belongs. The driver is called '*Vognmand*'.

Per drive for one person	— 40 ø.
For each additional person	— 20 -
Per hour within town and environs	1 kr. 50 -
For each additional person	— 25 -

At night (11 p.m. to 8 a.m. from 1st May to 30th Sept.; 10 p.m. to 9 a.m. during the rest of the year): one pers. 80 ø., 2 pers. 1 kr., 3 pers. 1 kr. 30, 4 pers. 1 kr. 50 ø. Luggage up to 56 lbs. free. In driving to railway stations, steamboat-piers, theatres, etc., the fare is payable before arrival.

Carriages may also be ordered at *Nyquist's*, Rosenkrants-Gade 9, opp. the Grand Hôtel, or at the hotels. — The SKYDS-STATION (p. xx) is at Pilestræde 12.

Tramway (*Sporvogn* or *Tramway*; now largely electric; comp. Plan). At the STOR-TORV (Pl. C, 6) or market-place, adjoining Vor Frelsers Kirke, intersect the lines from the *Vest-Banegaard* (Pl. D, 4) to *Grünerløkken* (Pl. G, H, 1, 2) and from *Homansby* (Pl. D, 2) to the St. Halvards-Plads at *Oslo*

(Pl. H, 5). — Two lines start from the JERNBANE-TORV (Pl. F, 4). The one runs through the Lille Strand-Gade, Toldbod-Gade (Pl. F, E, 4), and Storthings Gade, past the National Theatre (Pl. E, 3), and along the Drammensvei to a point to the S. of the Palace; it then turns to the right beyond the Palace Park and runs through the district of Homansby (p. 16) to *Majorstuen* (Pl. C, 1; p. 19). The other follows the same route to the Drammensvei and continues along this street to *Skarpsno* (Pl. A, 3; p. 18). — Another line runs from the Stortbing (Pl. E, 3) to *St. Hanshaugen* (Pl. E, 1; p. 17).

Boats in the *Baadhavn* (Pl. D, 8), for rowing or sailing, with man, about 1½ kr. per hour (no fixed tariff). Often difficult to find a boatman *(Baadmand, Færgemand).*

Post and Telegraph Offices (Pl. F, 4), corner of Kirke-Gade and Carl-Johans-Gade (Pl. C, 6). *Post Office* open from 8 a.m. to 7.30 p.m.; Sundays 8-9 a.m. and 5-6 p.m. *Telegraph Office* daily from 7 a.m. to 9 p.m.; also at night for foreign telegrams. — *Telephone Stations* ('Talestationer') in various parts of the town (fee 10 ø.).

Banks (open 10-2). *Den Norske Credit-Bank*, corner of Kirke-Gade and Prindsens-Gade; *Christiania Bank og Credit-Kasse*, Stor-Torv, W. side; *Norges Bank*, Bank-Plads; *Th. Joh. Heftye & Son*, Toldbod-Gade 20; *N. A. Andresen & Co.*, Kirke-Gade 6; *Christiania Privat-Bank*, Carl-Johans-Gade 16; *Handels-Banken*, Prindsens-Gade 9. Circular notes may be changed at any of these.

Consulates. British consul-general, *Hon. Chas. S. Dundas*, Carl-Johans-Gade 33; vice-consul, *Mr. A. S. MacGregor.* American consul, *Mr. Henry Bordewich*, Torvet 2; vice-consul, *Mr. L. Bronn.*

Shops. [Purchases should not be made in the presence or by the advice of guides or couriers, as their commission is apt to be added to the price.] Booksellers: *Aschehoug & Co.*, Carl-Johans-Gade 41, near the University; *Cammermeyer's Boghandel*, Carl-Johans-Gade 43; *J. W. Cappelen*, Kirke-Gade 15; *Dybwad*, Stor-Torv 2; *Grimsgaard & Malling*, Carl-Johans-Gade 33. — Music Sellers: *Brødrene Hals*, Storthings-Gade 26; *Karl Warmuth*, Carl-Johans-Gade 25; *Zapffe*, Kirke-Gade 20. — Jewellers (noted for filigree work and enamel): *T. Prytz*, successor of *J. Tostrup*, Carl-Johans-Gade 25, opposite the Storthing; *Thune*, Carl-Johans-Gade, S. side, near the Øvre Slots-Gade; *Andersen*, corner of Kirke-Gade and Prindsens-Gade; *Thune*, Carl-Johans-Gade, S. side, near the Øvre Slots-Gade; *Lie*, Prindsens-Gade 15; *Den Norske Filigrans-Fabrik*, Carl-Johans-Gade 20, cor. of Akers-Gade. — Wood Carvings, Embroidery, etc.: *Den Norske Husflidsforening*, Carl-Johans-Gade 45. — Norwegian Pottery: *Schneider*, Torvet 9, cor. of Møller-Gade; *Berle*, opposite, at the cor. of Grændse-Gade. — Furrier: *E. Larsen*, Carl-Johans-Gade 13. — Art Dealers: *Blomkvist*, Carl-Johans-Gade 35 (pictures by Norwegian artists; adm. 50 ø.); *Abel*, Storthings-Gade 2 (also photographs and engravings; dark room for tourists). — Travelling Requisites: *W. Schmidt*, Carl-Johans-Gade 41; *Torgersens Sportsforretning*, in Tostrup-Gaarden (p. 12). — Stationery and Drawing Materials: *Parmann & Co.*, Carl-Johans-Gade 39. — Preserved Meats, etc.: *E. Lexow & Co.*, Toldbod-Gade 8; *C. J. Christophersen & Co.*, under the Hôtel Skandinavie; *Bergwitz*, Øvre Slots-Gade, at the corner of the Carl-Johans-Gade; *Chr. Magnus*, Carl-Johans-Gade 33, next door to the Grand Hôtel. — Cigars: *Jebe*, *Fredrik Petersen*, Carl-Johans-Gade; *Stoltenberg*, Carl-Johans-Gade 17.

Tourist Offices. *T. Bennett og Sønner*, Carl-Johans-Gade 35; *F. Beyer*, Carl-Johans-Gade 33, next door to the Grand Hôtel (large stock of photographs, wood-carvings, furs, etc.); *Thos. Cook & Son*, Jernbane-Torv 2. — Comp. Introd., p. xiv.

Steamers to *London* every Thursday; to *Hull* on Fridays; to *Grangemouth (Glasgow)* from Tønsberg on alternate Fridays; to *Newcastle* on Wednesdays; to *New York* once a fortnight; to *Gotenburg* five times and to *Copenhagen* thrice weekly direct, and once touching at Frederikshavn; to *Christiansand* daily; to *Bergen* seven times weekly; to *Trondhjem* four times weekly; to *Hamburg*, *Amsterdam*, *Antwerp*, etc. All these vessels

start from the Toldbod-Brygge, the Fæstnings-Brygge, or the Jernbane-Brygge (Pl. D, E, 7). — Small steamers ply from the Jernbane-Brygge to *Moss*, *Horten*, *Fredrikstad*, etc., and from the Pipervik to *Fredriksborg* (see p. 18). Comp. 'Norges Communicationer'.

Baths. *Christiania-Bad*, at the corner of Munkedamsveien and Ringsgangen, nearly opposite the University, with modern appliances, Turkish baths, etc. Warm salt-water baths at the *Victoria Terrace* (p. 16). — Bathing in the Fjord: *Hygæa* (20 ø.) and *Sølyst* (15-25 ø.), for swimmers (comp. Pl. E, 5); also in *Kongshavn* (p. 19). The water is purer on the W. side of the *Bygdø*, to which steamers ply hourly from the Piperviks-Brygge (Pl. D, E, 4) in ½ hr. (bathing-ticket, obtained in the restaurant at the wharf, 15-25 ø.). The water of the fjord is only slightly salt. The rise and fall of the tide averages 1-2 ft. only.

Theatres. *National Theatre* (Pl. E, 3), opened in 1899; *Christiania Theatre* (Pl. 18; E, 4) at the S. end of the Kirke-Gade, these two closed in summer; *Carl Johans Theatre*, in the Tivoli, 8-10.30 p.m. (1-2 kr.); *Central Theatre*, Akers-Gade 38, comedies; *Eldorado*, Torv-Gade 9, near the Stor-Torv, operettas and comedies. — At the **Tivoli** (Pl. E, 3), Eidsvolds-Plads, opposite the National Theatre, concerts and variety entertainments daily (adm. 50 ø., and various extra payments).

English Church *(St. Edmund's)*, in the Møller-Gade. Service at 11 a.m. Chaplain, *Rev. G. E. Mooney, M. A.*

Chief Attractions. Walk through the Carl-Johans-Gade and on the ramparts in the early morning (p. 16). The *Vikings' Ships* (p. 13; Sun., Mon., & Frid., 12-2; at other times for a fee). *Museum of Art* (p. 13; Sun., Tues., Wed., & Thurs., 12-2; at other times for a fee). Views from *St. Hanshaugen* (p. 17) and *Oscarshall* (p. 18). The excursion to *Frognersæter* and the *Holmenkollen* (p. 20) and the steamer-trip round the Fjord (p. 21) may be strongly recommended.

Christiania, the capital of Norway, is beautifully situated at the foot of pine-clad hills, at the N. end of the *Christiania Fjord* and on the W. bank of the small *Akers-Elv* (in 59° 54′ N. lat. and 10° 50′ E. long.). The mediæval town of *Oslo* lay on the E. bank of the river. It was founded by Harald Haardraada about 1050, and was afterwards a station of the Hanseatic League. In the cathedral of St. Halvard several Norwegian kings were interred, and James I. of England married Anne of Denmark here in 1589. In 1547 Oslo was burned down by its inhabitants to prevent its falling into the hands of Swedish besiegers, and it was again destroyed by fire in 1624. The same year Christian IV. of Denmark laid the foundation of the modern town, to the N. of the old fortress of *Akershus*, and named it after himself. In 1686, 1708, and 1858 Christiania suffered severely from conflagrations. The population (almost entirely Protestant) in 1815 was 11,000; in 1855 it was 32,000; in 1875 it was 96,000; in 1885 it was 131,000; in 1894 it was 183,000; and it is now estimated at 207,000.

Christiania is the seat of the Norwegian government, of the supreme law-courts, of the Storthing or parliament, of a University, and of a bishop. Its trade is considerable. The chief exports are timber, herrings, matches, oats, beer, and ice, and the imports rye, colonial products, woollen goods, cotton, coal, meat, machinery, etc., the former being valued at over 25, and the latter at 75 million kroner. The town also owns about 400 sailing-vessels and 100 steam-

ers. Near it are several considerable engine-works, breweries, cotton-mills, and paper-factories.

The principal street is the CARL-JOHANS-GADE (Pl. F 4, E 3), extending from the *Hoved-Banegaard* (principal railway-station; Pl. F, 4), at the E. end, to the *Slot* or palace at the W. end, a distance of $^3/_4$ M. Following this street from the station, we soon reach (right) the STOR-TORV (Pl. F, 3, 4; 'great market'), usually known as *Torvet* ('the market'), adorned with a *Statue of Christian IV.*, by Jacobsen (1874). On the E. side of the Torv rises —

Vor Frelsers Kirke, or *Church of Our Saviour*, consecrated in 1697, and restored by *Châteauneuf* of Hamburg in 1849-50. The altar-piece is by *E. Steinle* of Düsseldorf, and the marble font by *Fladager*. — In the *Torv-Gade*, to the N. of the Torv, is the *Dampkjøkke* ('steam kitchen'), founded in 1858, where about 2000 persons are daily provided with dinners for 25-50 ø. each, either carrying them home or dining at large marble tables in the building. The Torv-Gade leads past *Ankerløkkens Gravlund* and the *Jakobs-Kirke* (Pl. G, 2) to the *Akers-Elv*, which forms several falls higher up and drives a number of large factories.

Beyond the Stor-Torv begins the busiest section of the Carl-Johans-Gade. Among the handsome shops may be noticed *Tostrup-Gaarden* (No. 25), a striking edifice by Fürst & Haresteen, adorned with wrought iron-work. — On the S. side of the street stands the —

Stōrthings-Bygning (Pl. F, 3), or hall of the Norwegian Parliament, designed by *Langlet*, and completed in 1866. The chief façade, flanked with two lions in granite by *Borch*, looks towards the EIDSVOLDS-PLADS, a handsome square planted with trees. The interior is shown by the 'Vagtmester' or custodian (to be found at the entrance from the Storthings-Gade, on the S. side; fee $^1/_2$-1 kr.). The *Storthings-Sal*, seated for 114 deputies, contains a large painting by Oscar Wergeland, representing the first discussion of the Norwegian constitution (p. lxxvi); the smaller *Lagthings-Sal* has seats for 40 members. — In the Akers-Gade, to the S. of the Storthing Building, is a monument to the poet *J. H. Vessel* (d. 1785). Opposite is the *Masonic Lodge* (1893), by H. Nissen (café and restaurant, see p. 9). — In the Eidsvolds-Plads is a statue of the poet *Henrik Wergeland* (d. 1845), by Bergslien. On the W. side of this Plads rises the new **National Theatre** (Pl. E, 3), by *Henrik Bull*, with statues of Ibsen and Bjørnson.

The **University** (Pl. E, 3), founded by Frederick VI. of Denmark in 1811, has five faculties with over 50 professors, who lecture gratis to about 1200 students. The present edifice, consisting of a large central building with two wings, was erected in 1841-53 by *Grosch*, whose design was partly suggested by Schinkel of Berlin.

The central building, in front of which a statue of the Norwegian jurist and politician *Ant. Martin Schweigaard* (d. 1870), by Middel-

thun, was erected in 1883, contains lecture-rooms, the *Zoological Museum* (Sun., Mon., Frid., 12-2), the *Botanical Museum* (Mon., 10-12), the *Zootomical Museum* (Mon. & Frid., 12-2), the *Mineralogical Cabinet* (Frid., 12-1), the *Ethnographical Museum*, the *Physical Cabinet*, and the *Medical Collections*. Handsome staircase.

The **Ethnographical Museum** (reached by a staircase in the N.W. corner; Mon. and Frid., 1-2), contains Scandinavian costumes, furniture, and implements, and in a second room a Laplander's tent, with reindeer and pulk. A staircase ascends to some small rooms containing curiosities from other parts of the world.

The E. wing, known as the *Domus Academica*, contains the Festsal or Aula, a *Collection of Northern Antiquities*, and a *Cabinet of Coins* (Mon., 1-2, Frid., 12-2; 45,000 specimens; ascend staircase and turn to the left).

The ***Collection of Northern Antiquities** (Sun., Mon., and Frid., 12-2) is arranged in seven rooms. In the *Vestibule* are several finely carved doors from destroyed 'Stavekirker' (pp. 28, 18). — *Room I* (farthest to the right): relics of the flint and bronze ages. *Rooms II-IV:* relics of the iron period. *Room V* contains mediæval curiosities (A.D. 1000-1500), the chief having their names and dates attached. Among them are three fine doors from Norwegian Stavekirker, of the 12-13th centuries. *Room VI:* interesting door-posts and portals of the same period. *Room VII:* curiosities of later date than 1500, including tankards in wood and metal, bridal crowns, trinkets, fire-arms, and tools.

In the W. wing is the *Library*, consisting of 250,000 vols. (open to the public on Mon., Tues., Wed., Thurs., & Frid., 12-2; reading-room 11-3; closed in July and Aug.). Entrance in the Frederiks-Gade.

In the court at the back of the central building of the University are wooden sheds containing two **Vikings' Ships* (Sun., Mon., Frid., 12-2; at other times shown by the 'Vagtmester', who lives on the groundfloor of the central building; fee 10-25 ø.).

As the ancient Germanic kings were buried with their war-steeds, so the Viking chiefs were laid to rest with their arms and their treasures in their ships. One of the two shown here was found at Thune in the Amt of Smaalene in 1867, and the other at Gogstad, near Sandefjord (p. 33), in 1880; and both owe their preservation from decay to the blue clay in which they were imbedded. The ship from Gogstad, in the newer shed, is the better preserved. Its total length from stem to stern is 103 ft., length of keel 66 ft., breadth 16 ft. To the mast in the centre a large square-sail was attached by means of a pulley. In the third plank from the top are sixteen rowlocks. The rudder was placed on the right side (whence 'starboard', originally the steering side). By the mast was placed the wooden tomb-chamber, which was found empty, having probably been pillaged at an early period. — The other ship is in fragments. The older shed in which these lie also contains several old church-paintings from the Hallingdal.

To the N. of the University, in the Universitets-Gade, is the ***Museum of Art** (*Kunstmuséet;* Pl. E, 3), built in the Italian Renaissance style by *Adolf Schirmer*, and presented to the town by the Christiania Savings Bank. Wings uncompleted. Admission on Sun., Tues., Wed., Thurs., and Frid., 12-2; at other times on application to the 'Vagtmester' (fee $^1/_2$-1 kr.).

The Ground Floor contains the SCULPTURE GALLERY (historical and critical catalogue by *Prof. Dietrichson*, 50 ø.).

The Vestibule and three adjoining Rooms contain the *Casts of Ancient Sculptures*, and the Staircase and Hall the *Casts of Renaissance and Modern Sculptures*. — The Staircase and Upper Floor contain ORIGINAL WORKS BY NORWEGIAN MASTERS, the finest of which are: 328, 329. *Fladager* (1832-71), Angel with font (model and sketch); *Krist. Borch* (1817-96), 330. Jephthah's Daughter, 331. The first lesson, 331a. The Shulamite Woman, 331b. David; 333. *Math. Skeibrok* (b. 1851), Ragnar Lodbrok among the serpents; *Skeibrok*, The mother watching; *Lexow Hansen* (b. 1845), The Vala (bronze); *Stephan Sinding* (b. 1846), Mother bearing her fallen son from the battle, Captive Mother, Man and Wife.

A double staircase ascends to the Upper Floor, which contains the NATIONAL GALLERY, a collection of about 400 ancient and modern paintings founded in 1837 and belonging to government. Scarcely half of the pictures are by Norwegian painters. The representative names among these include *J. C. C. Dahl*, who became professor in the Academy of Arts at Dresden in 1824; *Eckersberg*, *Cappelen*, *Morten Müller*, *Arbo*, *Stoltenberg-Lerche*, *Munthe*, and other artists who clustered round *Ad. Tidemand* and *H. F. Gude* at Düsseldorf between 1850 and 1870; *Amaldus Nielsen*, *Otto Sinding*, and others who studied somewhat later at Carlsruhe and Munich; and, lastly, *Fritz Thaulow*, *Krogh*, *Eilif Petersen*, *Skredsvig*, *Werenskiold*, *N. G. Wentzel*, *F. Kolstø*, and other 'Impressionist' masters of the present day, who studied in Paris. — Historical and critical catalogue by *Prof. Dietrichson*, 1 kr.

A. ***Scandinavian Painters.** The collection is annually extended and is frequently re-arranged. We mention the most important works in the alphabetical order of their painters' names, which are attached to the frames. The Danish and Swedish masters, whose works are mainly in the EAST ROOM, are poorly represented both in quantity and quality. Among the Norwegian pictures exhibited in the SOUTH and WEST ROOMS may be mentioned the following: —

P. N. Arbo (1831-92), *278. The Walkyries; 279. Asgaardsreien ('The Wild Hunt'). — 281. *A. Askevold* (b. 1834), Summer's day on a mountain lake. — 241. *Baade* (1808-79), Moonlight on the Norwegian coast. — *Harriet Bakker*, 'Chez moi'. — 272. *K. Bergslien* (b. 1827), Portrait of his father. — 276. *E. Bodom* (1829-79), Scene in Nordmarken. — 250. *F. Bøe* (1820-91), Breakfast. — *Jac. Bratland*, Sunday. — *H. A. Cappelen* (1827-52), *267. Forest scene in Telemarken; no number, Waterfall in Telemarken. — *J. C. C. Dahl* (1788-1857), 230. Laurvik; 231. Waterfall; no number, The Dyrehave at Copenhagen. — *Sigw. Dahl*, Portrait of his father, Prof. J. C. C. Dahl. — *J. F. Eckersberg* (1822-70), 253. Valle in the Sætersdal; 254. Mountain scenery. — *Th. Fearnley* (1802-42), 235. The Labrofos; 236. Grindelwald Glacier. — *Joachim Frich* (1810-58; pupil of Dahl), 242-244. Landscapes. — 331. *Grimelund* (b. 1842), Mexico Dock at Antwerp. — *H. F. Gude* (b. 1826), 258. Norwegian landscape; 259. Mountain-view; *261. Christiania Fjord; 262. Before the rain; 263. Scene in North Wales. — *Nils Gude*, Portrait of his father, the artist H. F. Gude. — 285. *Karl Hansen* (b. 1841), In captivity. — *Hans Heyerdahl* (b. 1857), 300 D. Holmestrand; 300 F. Family party; no number, Portrait of himself. — *Fred. Kolste* (b. 1860), Salmon fisher looking after his nets. — *Chr. Krogh* (b. 1852), 333. The struggle for existence; no number, On the Norway coast; no number, Old lady; no number, Bad news. — *Morten Müller* (b. 1828), 273. Scene on the Christiania Fjord; 274. Hardanger Fjord. — *Gerh. Munthe* (b. 1849), 306. A summer's day; no number, Scene on the Sandviks-Elv near Christiania. — *Ludwig Munthe* (b. 1841), *287. Coast-scene in winter; no number, Autumn evening. — 299. *Am. Nielsen* (b. 1838), On the Hardanger Fjord. — *Eilif Petersen* (b. 1852), 289. Portrait of a lady; 289 A. Siesta; 289 B. Old woman; no number, Portrait of the Norwegian composer, Ed. Grieg. — 308. *O. Sinding* (b. 1842),

Scene in the Lofoden Islands. — 304. *Skredsvig* (b. 1854), Genre-scene from Northern France. — 283. *Stoltenberg-Lerche* (1837-93), Payment of the tithes at the convent. — *Fritz Thaulow* (b. 1847), 310. Road in Kragerø; 301A. Hougfos, near Modum. — *Adolf Tidemand* (1814-76), *246. A solitary couple (family worship in a cottage); *247. Meeting of the Haugianer (a religious sect); 248. The dying man; no number, Worship in a Norwegian country church. — 302. *Ucherman* (b. 1855), Flemish team. — *N. G. Wentzel* (b. 1859), 332. Old couple; no number, Dancing peasants in the Sætersdal. — *E. Werenskiold* (b. 1855), 302. Girl from Telemarken; *302A. Funeral of a peasant; 302B. Portrait of the novelist Bjørnson; no number, Portrait of the mathematician O. J. Broch on his death-bed.

B. **Foreign Masters.** North Rooms (lighted from the roof), the first of which is devoted to the French, Italian, and German Schools. Italian Masters: *1. Fine old copy of *Leonardo da Vinci's* Mona Lisa; 12. *B. Strozzi*, The tribute-money; 13. *Salvator Rosa*, Landscape. — German Masters: 134, 135. *Barth. Beham*, Portraits of 'Hans Lissalcz' and 'Magdalena Pitrichin'; 141. *J. J. Hartmann*, John the Baptist in the wilderness; *145. *Seibold*, Portrait of a man; 155, 157. *Anton Graff*, Portraits; 173. *O. Wagner*, Ponte Rotto; 175. *K. Sohn*, Tasso and the two Leonoras; 176. *C. F. Lessing*, Scene on the Rhine; *177. *R. Jordan*, Family worship; 178. *E. Geselschap*, Christmas morning; 179. *K. Hübner*, Emigrants paying a farewell visit to the graves of their relatives; 180. *A. Achenbach*, Beach at Scheveningen; 182. *A. W. Leu*, Waterfall in Norway; 183. *O. Achenbach*, Italian landscape; 184. *A. Seel*, Cloisters. — French Masters: 317. *Th. Couture*, Study; *Claude Monet*, Showery weather at Etretat; *Raffaelli*, Sunny street; *Dannat*, Girl rolling a cigarette.

The second North Room contains the works of the Flemish and Dutch Schools: *22. *Pieter Claeissens*, Portrait of himself; 24. *Francken the Elder*, The works of charity; 28. *Pourbus the Younger*, Portrait; 32. *Al. Adriaenssen*, Still-life; 34. *Jac. Jordaens*, Allegorical representations of the blessings of the Peace of Westphalia; *38. *Jan Fyt*, Fight between dogs and wolves; 50, 51. *P. van Bloemen*, Cavalry skirmish, Cattle driven off by armed horsemen; 56. *J. Horemans*, Peasant meal; *59. *Hellemans*, Forest scene, with sheep by *J. Verboeckhoven*; 63. *Mierevelt*, Portrait; 67. *B. van der Ast*, Fruit; *71. *Corn. van Keulen (Ravesteyn?)*, Portrait of a woman; 73. *J. van Goyen*, Sea-piece; *81. *Jan Davidsz de Heem*, Oysters and Rhenish wine; 84. *School of G. Dow*, Schoolmaster; 86. *B. van der Helst* (?), Man with a glass of wine; 94. *G. Lundens*, Man and wife; *104. *M. d'Hondecoeter*, Dog, cat, and game: 80. Old copy of *Rembrandt*, Descent from the Cross.

A glass-door in the West Room leads to the staircase, by which we ascend to the *Collection of Drawings and Engravings* (5000 in number; founded in 1877).

The Norsk Folke-Museum (Pl. 23; E, 3), Universitets-Gade 14 (1st floor), contains a collection of Norwegian domestic and kitchen utensils, arranged according to districts (open on Sun., Mon., Tues., Thurs., & Frid., 1-3 and 5-7; adm. 25 ø.; at other times for a fee).

Farther to the N., at the corner of the Universitets-Gade and Pilestræde, is the building of the *Kunstforening*, or *Art Union* (Pl. 19, E 2 3; adm. daily, except Sat. and Sun., 12-2.30; 20ø.), adorned with medallion portraits of celebrated artists by *Jacobsen*. On the groundfloor is the **Art Industrial Museum** (daily, except Sat., 12-2, free), founded in 1877, containing interesting specimens of Norwegian embroidery, trinkets, etc., mediæval reliquaries resembling the old timber churches, Chinese porcelain, lacquer work, etc.

On a height at the W. end of the town, in the beautiful *Slotspark*, stands the **Palace** (*Slot*; Pl. A, 6), a plain edifice with a class-

ical portico, erected in 1825-48. The interior is shown by the 'Vagtmester', who lives on the sunk floor of the S. wing (daily, 2-4; fee 1/2 kr. for each member of a party). The staircase is embellished with two reliefs in marble: on the right, Charles XIV. John laying the foundation-stone of the palace, by *Stephan Sinding;* on the left, Oscar II. unveiling the statue of Charles John, by *M. Skeibrok.* The Festsal is borne by Corinthian columns; Dining Room in the Pompeian style; the walls of the Throne Room, the Coursal, and the Audience Chamber are hung with landscapes by *Flinto.* The private apartments contain paintings and sculptures by Norwegian artists (among them *Tidemand's* Village Catechising, and *O. Sinding's* Battle of Svolder), mostly presented to the king and queen on their silver-wedding in 1882. Fine *View from the roof.

In front of the palace rises an *Equestrian Statue of Charles XIV. John* (Bernadotte), by Brynjulf Bergslien (d. 1898), inscribed with the king's motto 'The people's love is my reward'.

The extensive modern quarter (Pl. D, 1, 2) to the N. of the palace park, named *Homansby* after its founder, consists of villas and gardens. To the S.E., above the Ruseløkvei, is the *Victoria Terrace* (Pl. D, 3), conspicuous from the sea. Below are two rows of shops, one over the other, and above them are three large turreted dwelling-houses.

From the Storthings-Building the Akers-Gade leads to the S. to the **Johannes-Kirke** (Pl. E, 4), a brick edifice by *Bull*, completed in 1878. Altar-piece by *E. Petersen;* eight columns of granite; marble font, etc. ('Kirketjener' or sacristan, Akers-Gade 1.)

The Raadhus-Gade and Kongens-Gade lead hence to the Fæstnings-Plads and to the **Fortress of Akershus** (Pl. E, 5; open to the public), the ramparts of which afford a charming view of the fjord by morning-light. Akershus was unsuccessfully besieged by Duke Erik of Sweden in 1310, by Christian II. of Denmark in 1531-32, and by the Swedes again in 1567 and in 1716 (under Charles XII.). It is now used as an arsenal and a prison. The garrison-church is within its precincts. Leave to visit the Artillery Museum is obtained at the office of the 'Feldtøimester', in the Fæstnings-Plads (Pl. E, 5).

In the fjord, about 1/2 M. to the S., is the **Hovedø**, with the remains of a Cistercian abbey, founded by English monks in 1147 and destroyed in 1532. Permission to visit it is obtained at the office of the 'Feldtøimester' (see above). Rowing-boat from the Pipervik or from Grev Wedels-Plads, according to tariff, there and back, with stay of 1/2 hr., 1 pers. 90 ø., 2 pers. 1 kr. 35, 3 pers. 1 kr. 80, 4 pers. 2 kr. 70 ø.

The **Trefoldigheds-Kirke** (Pl. F, 2), or *Trinity Church*, in the Akers-Gade, a Gothic edifice with a dome, partly designed by *Châteauneuf*, was erected in 1853-58. The interior, a handsome octagon, contains an altar-piece by *Tidemand* and a font with an angel by *Middelthun.*

By the Roman Catholic *St. Olafs-Kirke* (Pl. F, 2), erected in 1853, the Akers-Gade divides into the *Akersvei*, to the right, and

the *Ulevoldsvei*, to the left, the latter leading direct in 10 min., the former past the Gamle Akerskirke in 15 min. to St. Hanshaugen.

Between these two roads lies **Vor Frelsers Gravlund** (Pl. E, F, 2), a well-kept cemetery, which we may now visit. It may be entered by the lower gate and left by the upper. — In the Akersvei, a little to the N. of the cemetery, rises the **Gamle Akers Kirke** (Pl. F, 1), one of the oldest churches in Norway, mentioned before 1150, perhaps founded by King Olaf Kyrre, and restored by *Schirmer* and *Hanno* in 1861. The church is a basilica in the Anglo-Norman Romanesque style, with aisles. A curious arrangement in the interior is the separation of the space in the centre of the church from the nave, transepts, and choir by means of walls with portal-like openings. The 'Kirketjener' lives in the small house opposite the church, on the N.W. side.

***St. Hanshaugen**, or 'St. John's Hill' (Pl. E, 1; 280 ft.), is laid out as a public promenade. On the top is a reservoir of the city waterworks, the tower of which commands an excellent survey of the town, the fjord with its islands, the Ekeberg to the left, Oscarshall to the right, and the Frognersæter on the hill to the N.W. The attendant, for whom the visitor rings, names the chief points and offers photographs for sale (fee forbidden). Below the water basin is a seated figure of *P. C. Asbjørnsen*, the writer of fairy-tales, by B. Bergslien. Near the lower entrance (single cab-fare to this point) is a good *Restaurant*, in a tasteful wooden building in the Norwegian style, by H. Munthe (1893). Higher up is an open pavilion, commanding an unimpeded view. Band in the evening.

Other fine views are obtained from the **Botanic Garden** (Pl. H, 2, 3) and from *Kampen* (beyond Pl. H, 3), a second reservoir of the waterworks, marked by a flagstaff. Visitors to the Botanic Garden may use the Vestbanegaard-Grünerløkken tramway (p. 9) as far as the Nybro on the Trondhjemsvei (Pl. G, 2), while those to the Kampen may take the Homansby-Oslo line (p. 9) to the Grønlands-Kirke (Pl. H, 4). In each case there is a walk of 10-15 minutes.

Environs of Christiania.

*OSCARSHALL: 2½-3 hrs., including stay. We either follow the road (Drammensvei; electric railway in ¼ hr., see p. 10) to the ferry of *Skarpsno* and cross to the château by electric launch (through-fare 15 ø.), or we may take the small steamboat plying from the Pipervik (Pl. D, E, 4), hourly from 7 to 10 a.m. and from 1.30 to 10 p.m., to various points on the Bygdø, the chief of which (as far as tourists are concerned) are *Fredriksborg* and *Oscarshall* on the E. side, and *Bygdø Søbad* on the W. side. — The railway-station of Bygdø (p. 21) is 1 M. to the N. of Oscarshall. — Cab with one horse, 2.40, 3.20, 3.60, or 4 kr. (there and back 6 kr., with two horses 8-10 kr.).

We leave Christiania by the *Drammensvei* (Pl. D, C, 3), which is bordered by villas and pleasant gardens and traversed by the electric railway as far as *Skarpsno* (Pl. A, 3). About 300 yds. on this

side of the terminus is a finger-post pointing to the ferry, where a steam-launch crosses the *Frognerkil* to the wooded peninsula of *Bygdø*, on which the white château is conspicuous. From the steamboat-pier we ascend in 5 min. to the château. — Those who go by steamer to *Fredriksborg*, a summer-resort on the *Langvik* (Pl. A, 5), have fully 1 M. to walk to the château. (Ask to be shown the beginning of the way from Fredriksborg; then follow the broad road, from which one road leads to the right to Oscarshall, and another to the left to the church of Gol and the other ancient buildings; see below.) — *Bygdø Søbad* is about $1^1/_3$ M. from Oscarshall. The road passes Røed's Restaurant (also called Paraplyen, as on our map) and the old Norwegian buildings.

The château of ***Oscarshall** (80 ft.; Pl. A, 4) was erected in the English Gothic style by *Nebelong* for King Oscar I. in 1849-52, and is adorned with paintings by Norwegian artists. It deserves a visit for the sake of its pictures and the view. (Apply to the gardener, who lives at the back of the château, on the S.W. side; fee $^1/_2$-1 kr.)

The Dining Room, on the groundfloor of the smaller separate building, is adorned with Norwegian landscapes by *J. Frich* (p. 14), the finest being the *Ravnejuv, the Romsdalshorn, and the Norangsfjord, above which are ten famous works by *A. Tidemand* (p. 14), representing 'Norsk Bondeliv', or Norwegian peasant life. — The Drawing Room, on the groundfloor of the principal building, with its oak panelling, is embellished with statues of Harald Haarfager, Olaf Tryggvason, St. Olaf, and Sverre, in zinc, by *Michelsen*. — A room on the 1st floor contains nine bas-reliefs from Frithjof's Saga, by *C. Borch*, and four fine landscapes by *H. Gude* (b. 1825) from the same Saga. — Several rooms on the 2nd floor contain paintings, wood-carvings, portraits, and relics.

We now ascend by a winding staircase of 28 steps to the flat roof of the château, from which 43 steps more lead us to the top of the tower, where we enjoy a charming *View of Christiania, its fjord, and environs (best by evening-light).

The château stands in a wooded park. About $^1/_2$ M. to the W. of it (beyond the road from Fredriksborg, mentioned above) a portal erected in the ancient Norse style forms the entrance to a clearing, where several interesting old Norwegian buildings have been re-erected. In the centre is the **Church of Gol* in the Hallingdal (p. 44), a 'Stavekirke' or timber-built church of the 12th or 13th cent. (comp. p. 28), first known to us in 1309, brought to this spot in 1884, and freely restored, partly after the model of the church of Borgund (p. 56). Around it are placed: a farm-house from Hove in Telemarken, fitted up with the original furniture; a 'Stabbur', or storehouse, from Telemarken, with carved work; a 'Røgstue' (or hut of the most primitive style, with an open fire-place and an opening in the roof for the smoke) from the Sætersdal; and a mediæval farm-house from the Gudbrandsdal (attendant 25 ø. for each person).

About $^3/_4$ M. to the N. is the *Sæterhytte*, a restaurant on the *Dronningbjerg*, the terminus of the Oscarshall steamer. Near it is a monument to *Count H. Wedel-Jarlsberg*, the zealous promoter of the union with Sweden in 1814.

THE EKEBERG: By *Tramway* from the Stor-Torv to *Oslo* (comp. Pl. F G 4, H 5); or by *Steamer* from the Jernbane-Brygge (Pl. F, 4) to *Kongshavn* or *Ormsund* (about 12 times daily). A pleasant *Circular Drive* of about 3 hrs. (one-horse carr. 7, carr. and pair 12 kr.) may be taken by proceeding from *Oslo* along the *Kongsvei* and over the *Ekebergsheide* to the *Ljanssæter* (near the rail. stat. of Ljan, p. 78), and then back along the fjord.

The **Ekeberg** (400 ft.), a wooded hill to the S. of *Oslo*, commands beautiful views. From the tramway-terminus in the St. Halvards-Plads we follow the Oslo-Gade (Pl. H, 5), which runs in a straight direction and crosses the *Lōelv* by a small viaduct. After 5 min. we diverge to the left from the Ekebergsvei, which ascends, passing the cemetery and the church and then turning to the right, to the *Ekebergs Gaard*, on the hill. A little farther on, where the road to Ljabro turns to the right towards the fjord, we follow the new road ('Kongsvei') in a straight direction, which ascends along the slope of the Ekeberg. As soon as we are clear of the houses, a fine view is disclosed of the town, its encircling heights, and the fjord. Numerous benches invite to repose. After 12 min. the Karlsborgvei diverges to the right, while our road enters the wood. A path to the left ascends to (5 min.) a good view-point. The Kongsvei runs through the wood, passing a few modest inns (to the left, above), to (25 min.) a group of villas named *Bækkelaget* (above the rail. station mentioned at p. 78) and on to *Ljan*.

The Karlsborgvei descends to (5 min.) the restaurant and sea-baths of *Kongshavn* (steamb. stat., see above), whence we may return by the Ljabro road to ($^1/_2$ hr.) the St. Halvards-Plads.

HOLMENKOLLEN and FROGNERSÆTER. From *Majorstuen*, the terminus of the city tramway (p. 10), an electric railway plies to *Slemdal* and *Holmenkollen* (25 min.; fare 25 ø.), running to Slemdal every $^1/_4$ hr. and to Holmenkollen every $^1/_2$ hr. (on Sun. 8 times an hour all the way). — From Holmenkollen it takes 30-40 min. to walk to *Frognersæter*. Hence the whole excursion, there and back, takes 3$^1/_2$-4 hrs. Driving from Christiania and back requires about the same time (good carriage and pair 10-15 kr.).

The HOLMENKOLLEN ELECTRIC RAILWAY (4 M.), opened in 1898, runs from *Majorstuen* towards the N. till it reaches a point near the large lunatic asylum of *Gaustad*. To the right stands the *Vestre Akers Kirke*, a Gothic building of brick. The railway then turns to the W. and begins to ascend. Beyond *Ris* it intersects a new villa colony. — At (2 M.) *Slemdal* the double track ends. Farther on the line leads through pine-forest, nearly the whole of its course being over embankments or hewn out of the living rock. Beyond the station of *Graakammen* it sweeps round the *Gulleraas*, a spur of the *Vettakolle*. The maximum gradient is 1 : 25. We cross the old Frognersæter road by a lofty bridge and run towards the S.W. to the terminus at (4 M.) *Holmenkollen* (797 ft.), which lies $^1/_4$ hr. below the hotel.

By the HIGH ROAD Holmenkollen is about 4$^1/_2$ M. from *Major-*

stuen (p. 19). At (1/2 M.) *Volvat* a side-road diverges to the right. About 1 M. farther on we take the 'Holmensvei' to the right, which ascends the hill (2½-3 M.), ultimately passing the station of the electric railway.

***Holmenkollen** (1040 ft.), commanding a magnificent view of Christiania and the fjord, is the most popular pleasure-resort in the neighbourhood of the Norwegian capital, not only in summer but also in winter, when snowshoeing ('skiløb') is practised here with great energy (important races in Feb.). At the top is a fine **Tourist Hotel* (D. at 2.30 p.m. 2½ kr. or à la carte), erected in 1896-97, the rooms of which are adorned with scenes by Norwegian painters. On the slope in front (short-cut from the station) is a so-called *Sportstue* (café and beer-house). — A 'bautasten' commemorates the visit of Emp. William II. and King Oscar II. on July 2nd, 1890. The road forks here, the branch to the right (see below) being known as the 'Keiser Wilhelms Vei' and that to the left, leading to the *Sanatorium* (R. from 2, B. 1¾, D. 2, S. 1½ kr.) ,as the 'Kong Oskars Vei'.

From the 'Kong Oskars Vei' a path, diverging on the right, leads above the Besserud Tower (see below) to (15-20 min.) the *Holmenkolllaarn*, the view-tower on the top of the Holmenkollen (1040 ft.). Another path, diverging from this one to the right, about halfway up, descends to the Voxenkollen.

The 'Keiser Wilhelms Vei' connects Holmenkollen with the (1¼ M.) Frognersæter. It runs almost all the way through wood. After ½ M. a path diverges to the right to the **Besserud Tower*, commanding a splendid view of Christiania. Farther on we pass the *Peisestue* (rfmts.), situated on the *Besserud-Tjern* (1015 ft.), an artificial lake, and in 10 min. more we reach the *Wilhelmshøi Hotel*, at the corner of the road to the *Voxenkollen* (1480 ft.; *Kure's Hotel*; view-tower). A 'bautasten' here commemorates Eivind Astrup, the Arctic traveller. Passing the initials O. II. W. II. cut in the rocks, we reach (¼ hr.) the —

***Frognersæter** (1410 ft.), the country-seat of the late *Consul T. J. Heftye* (d. 1886), purchased by the city of Christiania in 1889. It commands a beautiful view of Christiania and the fjord. The **Restaurant* (to the left) was built in 1891 by H. Munthe, in the Norwegian style; the seats in the upper balcony are particularly effective. To the E. is the *Sportstue* (1897), for the sale of coffee, beer, wine, mineral waters, etc. The former Villa Heftye contains a collection of Norse antiquities (adm. 25 ø.). There are also a few old Norwegian timber buildings, chiefly from the Hallingdal.

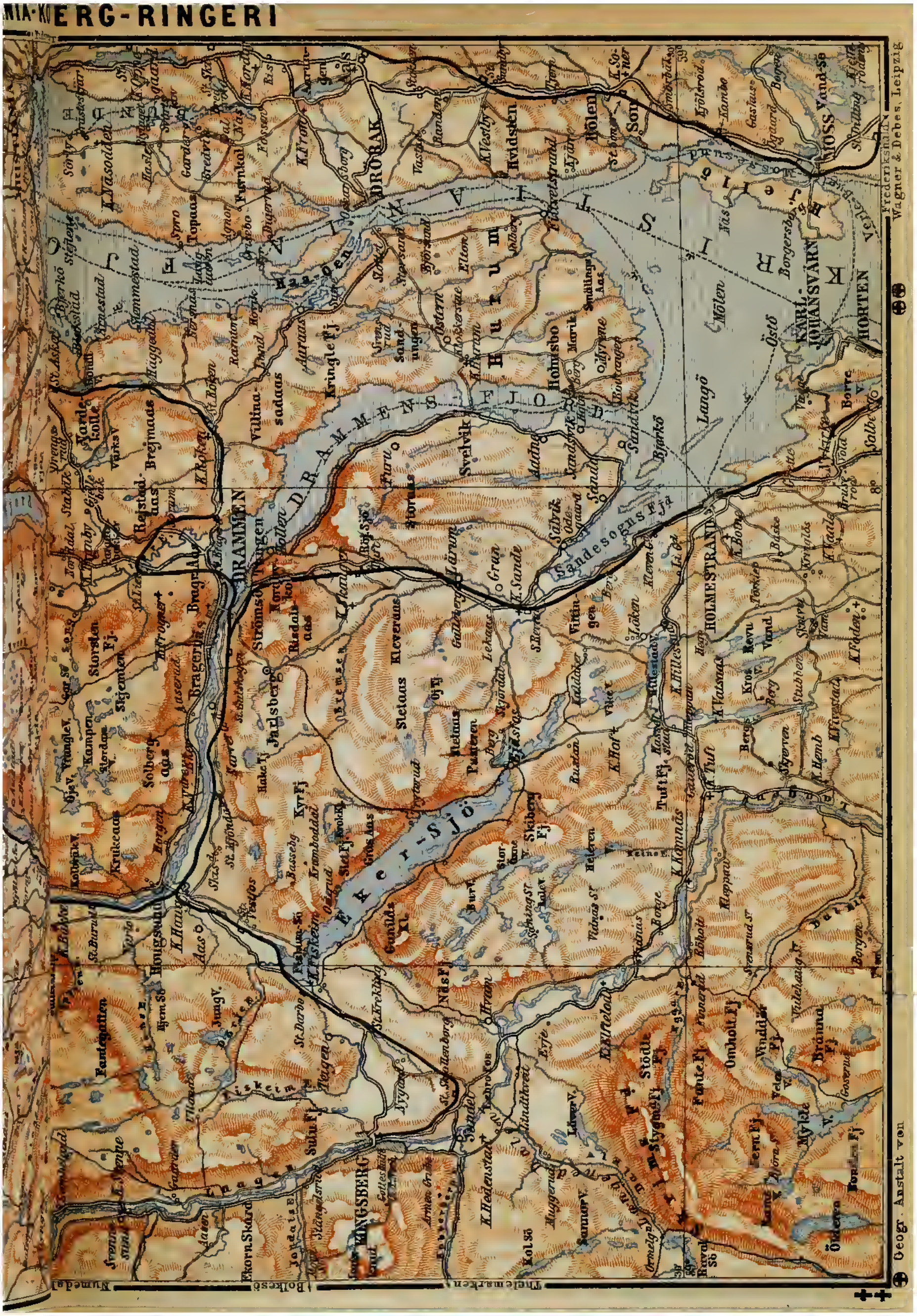
The view is still more extensive from a wooden scaffolding on the **Tryvandshøide** (1740 ft.), to which we ascend past the *Øvre Frognersæter* in 25 min. more. In clear weather we see the mountains of Telemarken to the N. (Gausta, p. 31), those of the Hallingdal to the N.W. (Norefjeld, p. 43), and the hills on the Swedish frontier to the E.

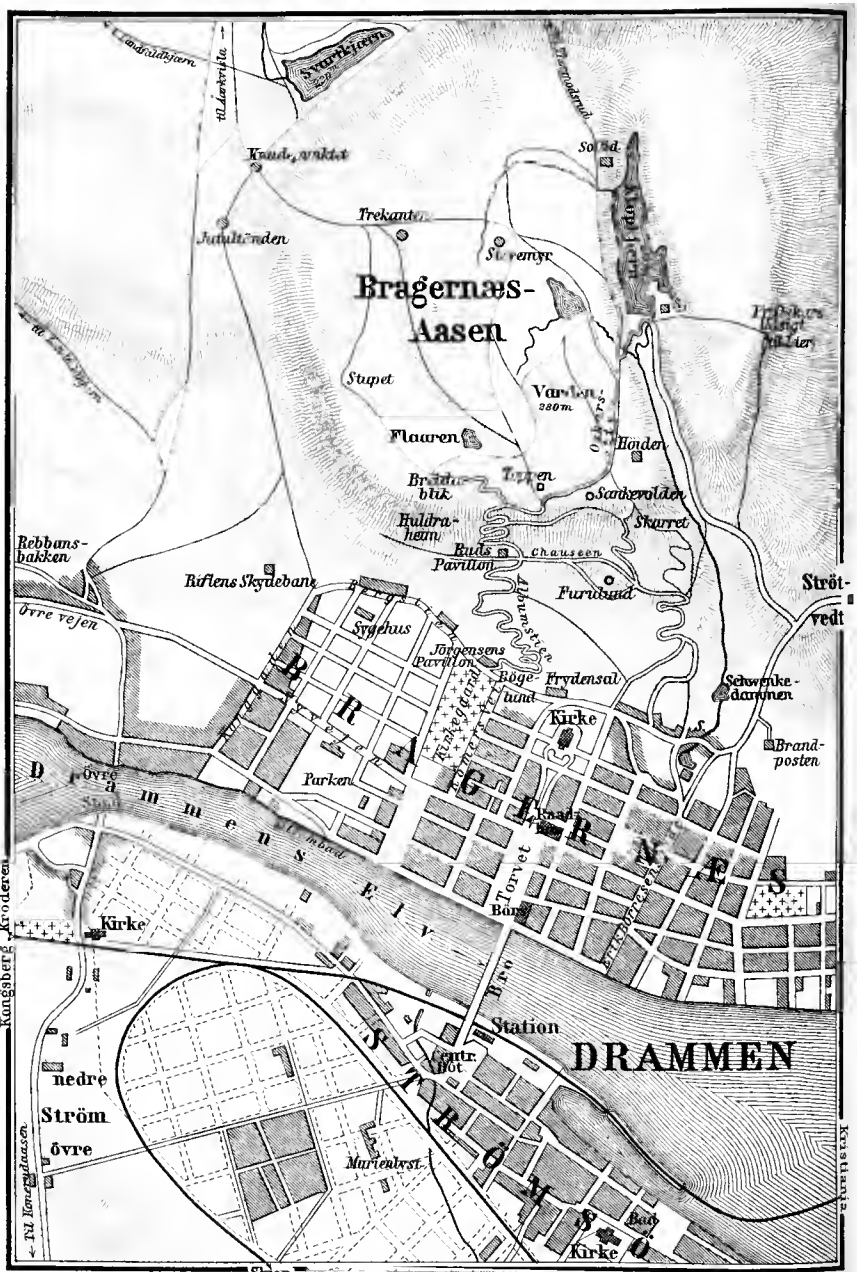
Geograph. Anst. v. Wagner & Debes, Leipzig.

0 1 2 3 1 : 80.000 0 ½ 1 2

Kilometer Engl. Miles

1:500.000
Norsk Mil.
Kilometres.
Engl Miles.
Kongsberg
Spirillen
Valders
Valders Mjös
Hallingdal
Sterdus
Ravers
Pipe Nd.
Slottet
Hofsütering
Smörhaug
Augunsmg
Blod Fj.
Gaaran
Urpen
Skadsatt
Gjerpyn Fj.
Rimer Fj.
Rund-
Skoven
Stösne
Sjö
Skinnermoen
Kringstad
Snarum
Graagalten
Overby
Lövnäs V.
Tyngdal
Slut-Axel
Bönsnäs
Tyri-Fjd
Hols-Fjord
HÖNEFOS
Sundvolden
Vik
Steens Fjd
Ringerike
Hönefos
Gyrihaug
Oplauen
Kikud
Heggeli
Slottet
Fyllingen
Bjorn
Kongsvangskog
Sandungen
Storflaaten
Tverdalen
Kampehaug
Baahus Nd.
Tryvands Nd.
Bogstad
Kristiania
Kristiania-Kongsvinger


ERG-RINGERI
DRAMMEN
DRÖBAK
MOSS
HORTEN
KARL JOHANSVÄRN
HOLMESTRAND
KONGSBERG
DRAMMENS FJORD
Sandesogns Fjd
Eker-Sjö
Hurum
Langö
Jarlsberg
Numedal
Thelemarken
Geogr. Anstalt von Wagner & Debes, Leipzig



Svartkjern
Trekanten
Bragernæs-
Aasen
Stupet
Flaaren
Höiden
Sankevolden
Skarret
Huldra-
heim
Ruds
Pavillon
Chauseen
Furulund
Rebbans-
bakken
Riflens Skydebane
Övre vejen
Sygehus
Jörgensens
Pavillon
Frydensal
Kirke
Schwenke-
dammen
Brand-
posten
Strötvedt
Parken
Torvet
Bro
Station
Centr.
Bot.
DRAMMEN
Kirke
nedre
Ström
övre
Marienlyst
Bad
Kirke
Randsfjord
Kongsberg
Kröderen
Kristiania
Skien
Geogr. Anst. von
Wagner & Debes, Leipzig
0
200
400
600

In returning to Christiania from the Frognersæter walkers may follow the old road, which descends between the villa and the 'Sportstue'. Farther on it passes under the bridge of the electric tramway (p. 19) and leads past a small 'bautasten', erected to Heftye 'by the youth of Christiania.' A branch diverging to the left, beyond this, leads to *Slemdal* (p. 19), a station of the electric railway.

The *Maridalsvand*, 4 M. to the E. of the Tryvandshøide, supplies Christiania with water. About 2 M. to the S.W. lies the *Bogstadvand* (475 ft.), on which lies a farm of Baron Wedel-Jarlsberg. A road descends from Bogstad to Lysaker (see below).

The round trip made by the steamer 'Turisten' in the **Christiania Fjord** may be heartily recommended in fine weather. The steamer leaves the Pipervik (Pl. D, E, 4) twice daily (10.30 a.m. and 5 p.m.; fare $2^1/_2$ kr.). Other steamers also afford pleasant trips.

3. From Christiania to the Randsfjord viâ Drammen and Haugsund.

142 Kil. Railway (*'Vestbanen'*) to (53 Kil.) *Drammen*, express in $1^1/_2$ hr. (fares 2 kr. 95 ø., 2 kr.), ordinary train in $2^1/_4$ hrs. (fares 2 kr. 40, 1 kr. 60 ø.); thence to (89 Kil.) *Randsfjord* three trains daily in 3-4 hrs. (fares 4 kr. 20, 2 kr. 50 ø.). Second and third class only. — The railway traverses beautiful scenery, particularly between Røken and Drammen and between Haugsund and Hønefos.

The train starts from the *Vest-Banegaard* at Christiania (Pl. D, 4; p. 9). The finest views are on the left. To the left we soon obtain a view of the beautiful Christiania Fjord and of the peninsula of Bygdø, with the white château of Oscarshall and numerous villas. — 3 Kil. *Bygdø*, the station for Bygdø and Oscarshall (1 M.; see p. 17). — 6 Kil. *Lysaker*, at the mouth of the *Sørkedals-Elv*, descending from the Bogstadvand (see above).

To the right rises the porphyry range of the *Kolsaas* (1255 ft.; extensive view), the *Skougumsaas*, etc. The Silurian strata are here intersected by massive dykes of greenstone, especially near (10 Kil.) *Høvik*, where a dyke 2 ft. thick intersects the disintegrated slate. The train skirts the *Enger-Vand*, on the right.

13 Kil. **Sandviken** (*Harreschou*, R. $1^1/_2$ kr., fair; good carriages kept by *Larsen; Skyds-Station*, near the railway-station), prettily situated on the fjord.

From Sandviken to Krogkleven and Hønefos, 44 Kil. — By early train from Christiania to Sandviken; thence by skyds, ordered by telephone the day before, to *Sundvolden;* ascend the *Krogklev;* go on to Hønefos in the afternoon (cariole from Sandviken to Hønefos 15, stolkjærre $22^1/_2$, carr. and pair 30 kr.; charges lower in the opposite direction, see p. 25).

The road crosses the *Sandviks-Elv*, diverges to the right from the Drammen road, and gradually ascends on the bank of the stream. At the top of the hill, to the left, is the old church of *Tanum;* to the right is the *Kolsaas* (see above). We next ascend the *Isidal*. The road becomes steeper and reaches its highest point (1070 ft.) beyond the farm of *Isi*. To the left, through the trees, we have

glimpses of the *Holsfjord*, the S.E. arm of the *Tyrifjord* (210 ft.), which lies far below us.

13 Kil. *Sollihøgda*, in the wood. — The road is hewn in the rock at places. Beyond a rocky gateway called *Skaret* our road joins the 'Svangstrands-Vei' (p. 23) coming from Drammen. The gaard of *Humledal*, finely situated high above the Holsfjord, offers simple accommodation. — Then a beautiful descent to the fjord, the bank of which we follow to —

17 Kil. **Sundvolden** (**Blyberg's Hotel*; not a skyds-station, but carriages for hire). From Sundvolden we ascend by a rough path (best in the morning, if the weather is clear; horse 2 kr. 40 ø.) to (1½ hr.) ***Krogkleven**, a rocky height (*Klev*, 'cliff'), on the old road to Christiania. Ascending through a romantic gorge, we first come to (¾ hr.) *Klevstuen* (1245 ft.), a poor inn, 5 min. below which, to the N.W., is the *Dronningens Udsigt* (Queen's View). Continuing to ascend to the W., following the white crosses on the trees, we next reach the (25-30 min.) **Kongens Udsigt* (King's View; 1455 ft. above the sea, 1240 ft. above the fjord). Beautiful view, embracing the Tyrifjord with its islands, the district of Ringerike, the Jonsknut near Kongsberg (p. 27), the Norefjeld (p. 43) to the N.W., and the Gausta (p. 31) to the W. in the distance.

The view from the **Gyrihaug** (2215 ft.; 4 M. to the N.E. of Sundvolden) is said to be even finer. Its ascent is generally made direct from Christiania, viâ *Bogstad* (p. 21) and the *Sørkedal*, where tolerable quarters may be found at *Lyse*. Descent through a narrow ravine to Sundvolden. — According to the legend the numerous islands in the Steensfjord are said to be stones once hurled by the giantess ('Gygr' or 'Gyvr') of the Gyrihaug at the church of Steen (see below), which missiles, however, including even one of her own legs, all came short of their aim and fell into the lake. Like the battle of the giants against Odin and Thor in the Edda, this legend is symbolical of the impotent wrath of the powers of nature against the advance of human culture.

The road to Hønefos crosses the *Krogsund*, which connects the Tyrifjord with the *Steensfjord*.

The next station, 3 Kil. from Sundvolden, is **Vik** (travellers in the reverse direction drive on to Sundvolden without change of horses). About ¼ hr. farther on, on the right, are the ruined church of *Steen* and (a little farther on) the tumulus of King Halfdan the Black (d. 860), father of Harald Haarfager. After another ¼ hr. the road passes *Norderhovs Kirke* (375 ft.), in which Anna Kolbjørnsdatter is interred. She was the wife of the pastor of the place, and in 1716, while her husband was ill, succeeded by stratagem in betraying 600 Swedish invaders into the hands of her countrymen.

11 Kil. *Hønefos*, see p. 25.

The train to Drammen ascends through cuttings and two short tunnels to (15 Kil.) *Slæbende* and (20 Kil.) *Hvalstad* (219 ft.; Asker Sanatorium), at the foot of the massive *Skougumsaas* (1140 ft.). It then crosses a wooden viaduct, 90 ft. high.

23 Kil. *Asker* (340 ft.), with a new church. We skirt the foot of the *Vardekolle* (1150 ft.), a granite peak rising to the S.W., and pass the small lakes *Bondivand* (325 ft.) and *Gjellumvand* (315 ft.). At the S. end of the latter is (29 Kil.) *Heggedal*, beyond which we pass the base of the precipitous *Breimaas*. Beyond (34 Kil.) *Røken* (435 ft.) the train turns abruptly to the W. Numerous cuttings.

Beyond a tunnel, 240 yds. long, a most picturesque and imposing *View of the Drammens-Fjord, the town of Drammen, and the fertile valley of Lier is suddenly disclosed to the left. The road from Røken to Drammen descends at once to the fjord, while the railway passes through another tunnel and describes a long curve towards the N., descending gradually to the valley of *Lier* and the (46 Kil.) station of that name.

From Lier (skyds-station *Ekeingen*) a pleasant route, with 'fast' skyds stations, leads to the N., on the E. side of the valley, past the *Paradisbakker* and the *Engerfjeld*, to the *Holsfjord* (p. 22). 14 Kil. *Enger* (well spoken of). The road, now called **Svangstrands-Veien*, famed for its beauty, next ascends the *Burderaas* and leads high above the Holsfjord to (13 Kil.) *Humledal* (p. 22). The prettiest part of this route may be seen by a drive from Drammen (there and back 2 hrs.).

From Lier the train runs towards the S., through a fertile tract, to (51 Kil.) *Bragerø*, the E. end of *Drammen (Bragernæs)*, and crosses the *Drammens-Elv*, and the island of *Møllerholm* or *Holmen*, with its timber-yards, to the *Tangen* and *Strømsø* quarters, on the S. bank of the river.

53 Kil. **Drammen** (comp. Plan, p. 21). — The Station (**Restaurant*, cold dishes only) is close by the bridge. Drammen is the junction for *Haugsund* (change carriages; p. 24) and for *Laurvik* and *Skien* (p. 34).

Hotels. In *Strømsø:* *Central Hotel, opposite the station, entrance in a side-street, R. 1½-2, L. ½, B. 1, D. 2, S. 1 kr. 20 ø.; Britannia, near the station, in the Frem-Gade, leading to the E. to Tangen.

Cab with one horse, for 1 person 40 ø. per drive; with two horses for 2 persons 60 ø. — Omnibus from Bragernæs-Torvet to Tangen.

Baths: *Drammens Badeanstalt*, with vapour baths, etc., opposite the church at Strømsø; *River Baths (Strømbad)* at Bragernæs.

British Vice-Consul, Mr. Anders Sveaas.

Steamboats to Christiania 4 times a week.

Drammen, with 20,000 inhab., situated on both banks of the Drammens-Elv, consists of *Bragernæs* on the N. bank (rebuilt after its almost total destruction by fire in 1866), *Strømsø* on the S. side (which suffered severely from fires in 1870 and 1880), and *Tangen* to the S.E. The situation of Drammen on the estuary of the river, between lofty hills, is very picturesque. The prosperity of the place depends mainly on its export of timber, which amounts tc nearly one-third of that of the entire country. In 1897 no fewer than 4,750,000 logs were floated down the Drammens-Elv. It also exports zinc and nickel from Skouger and Ringerike, and wood-pulp from the factories on the Drammens-Elv and the Bægna. The commercial fleet of Drammen is one of the largest in Norway (over 200 sailing-vessels and steamers). Sea-going vessels are berthed at the stone quays of Bragernæs.

Close to the railway-station a *Timber Bridge* crosses the Drammens-Elv, connecting Strømsø and Bragernæs. The Brandposten (see below), with its two flagstaffs, is conspicuous on the hill to the right. The bridge leads to the *Bragernæs-Torv*, in which, to the right, are the *Exchange* (with the *Post and Telegraph Offices*, entrance in the Stor-Gade), and facing us the *Raadhus* and *Byret* (court-house), with the inscription *Ret og Sandhed* ('justice and truth'). Ascending straight on, between the two small towers of the Kirke-Gade, we reach the conspicuous BRAGERNÆS CHURCH, a handsome Gothic brick edifice by *Nordgrén*, built in 1866-71. It contains a Resurrection by *Tidemand*, and an Angel over the font by *Borch*. (The 'Kirketjener' lives in the one-storied white wooden house opposite the sacristy, to the left.)

To the E. of Bragernæs Church we reach (12-15 min.) the *BRANDPOSTEN, one of the finest points of view near Drammen, affording an extensive survey of Tangen, Strømsø, and Bragernæs, of the island of Holmen, the valley of the Drammens-Elv, and the fjord. The veranda of the watchman's house is open to the public.

The road ascends hence to the (35-40 min.) *Klopkjærn* (755 ft.), a sequestered lake in the midst of wood, which supplies the town with good water. Refreshments at the small house. A path ascends to the right in 5 min. to *Prinds Oscars Udsigt*, overlooking the Lierdal and the fjord.

A promenade ('Oscarsstien') connects the Klopkjærn with several fine points of view on the slopes of the *BRAGERNÆSAAS, which may also be reached direct from Bragernæs in 35-40 min. by an easy but shadeless zigzag road ('Albumstien'), with benches. The views embrace the town and fjord, the valley up to Haugsund, etc. The finest points, *Toppen*, *Furulund*, and **Breidablik*, are marked on the plan. The last affords the best view up the valley, most striking at sunset.

Another fine point of view is the *Storstenfjeld* (1750 ft.), 8 M. to the N. of Drammen, also ascended from Lier (p. 23).

The RANDSFJORD RAILWAY (carriages usually changed at Drammen; best views to the right) ascends the broad valley of the Drammens-Elv. 56 Kil. *Gulskog;* 64 Kil. *Mjøndalen*.

70 Kil. **Haugsund** *(*Rail. Restaurant)*, junction for *Kongsberg* (p. 26; change carriages). To the W. rises the *Jonsknut* (p. 27). Near Haugsund is the *Hellefos*, a fall of the Drammens-Elv, with salmon-fishery.

The Randsfjord train turns to the N. and continues to ascend the Drammens-Elv. Beautiful scenery. Views on both sides. Several fine waterfalls. 75 Kil. *Burud*. Beyond (80 Kil.) *Skotselven*, with a wood-pulp mill, the train crosses the Drammens-Elv, which here forms the *Døviksfos*. — 86 Kil. *Aamot*, on the left bank of the river. A suspension-bridge leads to the opposite bank, on which stand the *Nykirke* and a large saw-mill, driven by the waterfall of the *Simoa*,

descending from the Sigdal. Scenery at this point remarkably fine. A little farther on is the influx of the *Snarums-Elv*, descending from Lake Krøderen and the Hallingdal. The train recrosses to the right bank. 92 Kil. *Gjethus*, near the *Gravfos*, with a large paper-mill. Pretty walk hence to the *Hirsdal* with the *St. Olafs-gryder*, large giants' cauldrons.

96 Kil. **Vikersund**, junction for *Lake Krøderen* (p. 43), lies at the efflux of the Drammens-Elv from the *Tyrifjord*. A bridge crosses the river to the church of *Heggen*. Thence to the Holsfjord, see p. 23.

To the W. of Vikersund (carriages at the station, or at the neighbouring posting-station *Krona*) lies (4 Kil.) **St. Olafs-Bad**, a favourite watering-place, with a chalybeate spring, mud-baths, inhaling-apparatus, and other appliances (pension, including baths, medical advice, etc., from 6 kr. upwards). Beautiful walks through wood, with views, to the *Kaggefos* and other falls of the Snarums-Elv. This district is the scene of many traditions of St. Olaf. About 5 Kil. to the W. are the *Cobalt Mines of Modum*, worked by a German company, and the *Haugsfos*.

We skirt the W. bank of the *Tyrifjord*, of which we have beautiful views to the right. The wooded hills opposite are the *Krogskog* (with the *Krogklev*, p. 22) and the *Gyrihaug* (p. 22). 105 Kil. *Nakkerud*. 111 Kil. **Skjærdalen**, with several saw-mills. Near it is *Ringerikes Nikkelværk*. 118 Kil. *Ask*. The train now quits the Tyrifjord.

124 Kil. **Hønefos**. — **Hotels.** *Glatved's Hotel, with a garden, pleasantly situated on the river in the N. part of the town, with an English-speaking host, R. 1½-2, B. 1¼, D. 2, S. 1 kr. 40 ø.; Jernbane Hotel, near the station. — *Skyds-Station:* to Sandviken viâ Sundvolden, cariole 10, stolkjærre 15, carr. and pair for 2, 3, or 4 pers. respectively 18, 22½, 25 kr.; comp. p. 21. — *Engl. Ch. Service* at Glatved's Hotel.

Hønefos (315 ft.), a small town with 1500 inhab., lies at the confluence of the *Bægna* or *Aadals-Elv*, which descends from Lake Spirillen, and the *Rands-Elv*, coming from the Randsfjord. These rivers form the *Stor-Elv*, which falls into the Tyrifjord, and afterwards emerges from it under the name of Drammens-Elv.

The Bægna-Elv, the larger of the two rivers, forms a waterfall and a cataract, close to the town, which are together known as the **Hønefos*. Though of no great height, these falls present an imposing appearance, especially in May and June, during the melting of the snow. A fine view of the falls and the environs is afforded by the bridge crossing the fall above the town, near the station, and by the two bridges within the town close to the falls. A number of flour-mills and saw-mills are driven by the falls. A channel on the left bank of the N. fall, which conveys the timber to the mills, is worth seeing. A road on the left bank of the Aadals-Elv leads in 1 hr. to the *Hofsfos*, another cascade, close to the railway to Heen.

Travellers on their way to the Valders, who have left Drammen by the first train, have time to alight at Hønefos, see the falls, walk in about 1½ hr. to Heen (p. 26), and there catch the Spirillen steamboat. They should, however, consult the time-table and take a guide.

The *Ringkolle (2265 ft.), 5 M. to the E. of Hønefos, is a beautiful point of view. The excursion there and back takes 5 hrs. (cariole 5 kr.; carr. for 2, 3, or 4 pers. 8, 10, or 12 kr.). The road leads viâ *Gjermundbro.* and ends at the *Gjermundsæter* (tourists' hut belonging to Glatved's Hotel). Thence to the top on foot in ¾ hr.

From the station the Hønefos is seen from above, but not to advantage. The train ascends the course of the Bægna and crosses it.

131 Kil. **Heen**, with several wood-pulp mills. Close to the wharf of the *Lake Spirillen Steamer* (p. 48) is *Bægna's Restaurant*; and 200 yds. farther on is **Anderson's Hotel* (D. 1 kr.).

Turning to the E., the train skirts the *Højaas* (1490 ft.) and the *Askelihoug* (1410 ft.), traversing a sequestered wooded district.

142 Kil. **Randsfjord Station** (**Berger's Hotel*), see p. 51.

4. From (*Christiania*) Haugsund to the Hardanger Fjord viâ Kongsberg and the Rjukanfos.

From Haugsund to the Rjukanfos. — To *Kongsberg*, 28 Kil., Railway in 1⅓ hr. (fares 1 kr. 45, 80 ø.). — From Kongsberg to *Tinoset*, Carriage in 9-10 hrs., either viâ *Bolkesjø* (66 Kil.) or viâ *Hitterdal* (69 Kil.). Walkers take 11-12 hrs. by the Bolkesjø route. — From Tinoset to *Fagerstrand*, 30 Kil., Steamboat (good restaurant on board) in summer twice daily in 2¾ hrs. (fare 2 kr.). — From Fagerstrand to *Fosso*, on the *Rjukanfos*, 26 Kil., a drive of 4-4½ hrs. (cariole 4 kr. 40, stolkjærre 6 kr. 60 ø.; carr. and pair for 2 pers. 10 kr. 50 ø., for 3 pers. 13 kr., for 4 pers. 14 kr. 50 ø.; there and back a half more).

From the Rjukanfos to the Hardanger Fjord. The best route is that indicated at p. 31 viâ *Ulefos*, on the great Telemarken route (p. 36). The route viâ *Løvheim-Heggestøl* (p. 31) is less advisable. — The Distribution of Time, reckoned from Kongsberg, would be somewhat as follows. 1st Day: Viâ Bolkesjø to *Tinoset*. [Those who reach Kongsberg by railway about midday may drive or walk to *Bolkesjø* in the evening and spend the second night at the Rjukanfos.] 2nd Day: To the *Rjukanfos*, and back to *Fagerstrand*. 3rd Day: Viâ *Tinoset* to *Hitterdal-Notodden*. 4th Day. To *Ulefos* and on to Dalen (p. 38). Those who choose the route viâ Løvheim find the best accommodation for the third night at *Skovheim* (p. 31).

From Christiania to *Haugsund*, see pp. 21-24. The Kongsberg train (finest views to the left) first stops at —

5 Kil. *Vestfossen*, with several factories, near the beautiful *Ekersjø* or *Fiskumvand* (60 ft.), bounded by lofty mountains on the E. side. 11 Kil. *Darbo*. 15 Kil. *Krekling*, where the slate formation predominates. Farther on we obtain a fine view of the mountains towards the S. At (22 Kil.) *Skollenborg* (540 ft.) sandstone appears and the country becomes sterile. The *Labrofos* (p. 27) is ¾ M. to the S.W. To the left rises the *Skrimsfjeld* (p. 27). The train approaches the *Laagen*, which forms a waterfall.

28 Kil. **Kongsberg**. — **Hotels.** *Grand Hôtel, Britannia, both on the left bank, near the station; Victoria, far from the station (omnibus gratuitous) in the W. part of the town, on the right bank, with an English speaking host, R. & L. 2, B. 1 kr. 20 ø., D. 2, S. 1½ kr. All three often crowded in summer.

Carriages. To *Tinoset* viâ Bolkesjø: cariole for 1 pers. 14½, there and back 25½ kr.; carriage and pair for 2 pers. 19½, 34 kr.; larger carr. for 2 pers. 29, 51 kr., for 3 pers. 35¼, 62 kr. To *Bolkesjø* or *Hitterdal*,

Haukelid, Rådal (Hardanger)
Sauerflot
Grus
Totak V.
Grungedal
Haukelid Heiene
Eggen
Enden Fj.
Börte Heiene
Eggene
Vinje
Dalen
Skafse
Geograph. Anstalt von Wagner k.

NORDL. TELEMARKEN

cariole 6 kr. 12, carriage and pair for 2 pers. 12 kr. 96 ø. Those who keep the carriage in Tinoset for more than 24 hrs., pay 4 kr. extra for each horse per day.

Kongsberg (490 ft.), an uninviting but not unpicturesque town, on the *Laagen* or *Laugen*, in the S. part of the *Numedal* (p. 42), contains 5450 inhab. (only half its former population), who are almost all dependent on the mines. Most of the houses are timber-built, but the large *Church* of the 18th cent. and the *Raadhus* are of stone. The town owes its origin to the *Silver Mines* in the vicinity, and was founded in 1624 in the reign of Christian IV. In the town are situated the *Smeltehytte*, or smelting-works, where specimens of the ore may be purchased, the *Mynt* (mint), and a government *Vaabenfabrik* (weapon-factory), the last near the Hammerfos. The rapid Laagen is crossed by two bridges. A monument to Christian IV. was erected near the church in 1883. The *Udsigt* (1/4 hr.) commands a good view of the town and to the S. over the valley of the Laagen.

The SILVER MINES OF KONGSBERG, the property of government, now yielding 5½-7 tons annually, are about 4 M. to the W. of the town. They were discovered in 1623 and have been worked with varying success. Of 130 mines opened since the discovery of the ore, seven only are now worked, and four only are of any importance, *viz.* the *Kongens-Grube*, *Gottes-Hilfe*, *Armen-Grube*, and *Haus-Sachsen* (greatest depth about 1400 ft.). Besides the shafts descending to these mines there are two level adits, the *Fredriks-Stollen* and the *Christians-Stollen*, entering them from the hillside, the latter being 300 ft. below the other. The veins of native silver are mingled with sulphuret of silver and copper-pyrites, occurring generally in layers of calcareous spar. The German names of the mines and various German technical expressions still in use recall a time when they were mainly worked by German miners. — Permission to see the mines is obtained at the offices in the market-place, but the visit hardly repays the fatigue; visitors are conducted from the workmen's settlement of *Saugrenden* through the Christians-Stollen (guide 2 kr.).

The **Jonsknut** (2950 ft.), which rises about 2½ M. to the W. of the mines, commands an extensive view of Telemarken. It is ascended from Kongsberg in 4 hrs. (there and back 6 hrs.). We may follow the mining road viâ Saugrenden to 'Kongens Dam', 3/4 hr. below the summit. A path indicated by red and white marks leads from the Jonsknut, by the *Li-Sæter*, the *Nor-Sæter*, and the *Selsli-Sæter*, to (7 hrs.) Bolkesjø (p. 28). — About 10 M. to the S. of Kongsberg rises the *Skrimsfjeld* (2946 ft.), another point of view.

About 3 M. below the town the Laagen forms the **Labrofos**, a fine waterfall, 140 ft. in height, which deserves a visit. Adjacent is a wood-pulp mill. — Another fall of the same river is the *Hvitingfos*, 12 M. farther distant, on the Laurvik road.

FROM KONGSBERG TO TINOSET there are two roads, the shorter and more picturesque, but rougher, viâ Bolkesjø (now under repair), and the highroad viâ Hitterdal.

a. VIÂ BOLKESJØ. We follow the road ascending the Numedal on the right bank of the Laagen for 5 Kil. (p. 42), turn to the left into the *Jondal*, and ascend through the pines on the right bank of the *Jondals-Elv*. Farther on we cross to the left bank. 1/4 hr. Hut, with rfmts. After a drive of about 4 hrs. or a walk of 5-6 hrs. we reach the culminating point of the route (1825 ft.),

where we obtain a magnificent view of the mountains of Telemarken, the most conspicuous being the Lifjeld (p. 32) and the Gausta (p. 31), appearing from this point like a blunted cone. Near Bolkesjø the landscape becomes more smiling, the foreground being formed by the Bolkesjø and the larger Folsjø (see below).

25 Kil. (from Kongsberg) **Bolkesjø** (1285 ft.; *Hotel and Sanatorium*, well spoken of, R. 2, B. 1, D. 1 kr. 60 ø.-2, S. 1 kr.; *Gran-Hotel*) lies above the small lake of the same name (1030 ft.) and commands a view of the Folsjø. [Walkers may descend to the Folsjø, row across it to Vik (boat ordered the night before; fare from 80 ø. to 1 kr. 80 ø. for 1-4 pers.; in all 1½ hr.), and walk thence to (3½ hrs.) Tinoset.]

Beyond Bolkesjø the road leads through wood, high up on the N.W. bank of the *Folsjø* (740 ft.), commanding views of the *Bleifjeld* (4490 ft.) to the right. At the W. end of the lake lie the houses of *Vik*, 1¼ hr.'s drive from Bolkesjø. Fine retrospect. The road descends to the *Tin-Elv*, and crosses it by a new bridge at *Kirkevolden*, near the church of *Gransherred*. About 5 min. later (1¼ hr.'s drive from Vik) we reach the highroad described below, on which a drive of 35 min. to the N. brings us to Tinoset.

b. Viâ Hitterdal. The road at first runs towards the S., but after 4 Kil. turns to the W. into the valley of the *Kobberbergs-Elv*. To the right rises the *Jonsknut* (p. 27). The road gradually ascends the wooded *Medheia* and after 2-2½ hrs. reaches *Jerngruben* (1350 ft.; tolerable inn), where the horses are usually rested for ½ hr. The road continues to ascend for some distance, and then traverses the plateau (1470 ft.) in numerous undulations. On emerging from the forest it descends into the Hitterdal, commanding a beautiful view: in front the mountains of Telemarken, the *Himingen* (3450 ft.; p. 29) and the *Hæksfjeld*, to the left the Hitterdals-Vand. A tablet calls attention to the view of the Gausta. Our road unites with that coming from Skien and skirting the E. bank of the *Hitterdals-Vand* (p. 31).

28 Kil. (pay for 36) **Notodden** (**Hôtel Furuheim*, R. 1½-2, B. 1, D. 2, S. 1 kr.; *Victoria*, ¾ M. distant, near the pier of the Hitterdal steamers, p. 37), near the N. end of the Hitterdals-Vand. The drive from Kongsberg to Notodden takes 4½ hrs., in the reverse direction at least 5½ hrs. The horses are rested here 2 hrs.

The road now crosses the *Tin-Elv*. About 5 min. above the bridge the river forms the beautiful ***Tinfos**, best surveyed from the adjoining mill. The road, now almost level, ascends the valley, passing *Lysthus*. About 6 Kil. from Notodden, on the right, rises—

***Hitterdals Kirke**, a grotesque-looking church, the largest of the twenty-four mediæval Norwegian 'Stavekirker', or timber-built churches, which are still preserved. The architecture and ornamentation of these singular churches date as far back as the 12th cent.,

the plan corresponding, so far as the difference of material allows, to that of Anglo-Norman churches of the same period (comp. p. 13). To the rectangular body of the church is added a square choir terminating in a semicircle. The broad and lofty nave is separated from the low aisles by means of wooden columns. Over the gable end of the nave rises a square tower, which also has a gabled roof and terminates in a slender spire. The dragon-head ornamentation of these gables resembles that of the prow of a ship. The roof of the choir is lower and is surmounted by a round turret. Round the whole of the outside of the building runs a low arcade *(Lop)*, probably added as a shelter for the congregation in bad weather before or after the service; the lower part is closed, while the upper part is open and borne by small columns. The capitals of the columns, the doors and door-frames, and other suitable parts of the edifice are embellished with elaborate and fantastic carvings, representing entwined dragons, intermixed with foliage and figures. The first documentary evidence of the existence of the church of Hitterdal dates from 1315, but there is no doubt that it was built at least as early as the middle of the 13th century. The interior was adapted to modern requirements in 1850 and has lost part of its primitive character by the insertion of windows. The nave contains twelve columns and the choir four. The key ('Nøglen') is obtained at the parsonage, opposite the entrance to the church.

The road continues tolerably level. The gaards of *Bamle* and *Kaasa* are passed. To the left we long have a view of the *Himingen* (3450 ft.), an isolated pyramidal mountain, sometimes ascended for the sake of the view (from Hitterdal over the Himingen to Løvheim, 7-8 hrs., with guide). Beyond the Himingen, also to the left, is the Hæksfjeld (p. 28). To the right rises the *Kjøivingfjeld* (2265 ft.), which our road skirts towards the N., while the road to *Løvheim* (p. 31) diverges to the left.

We ascend the course of the *Ørvælla*, a stream which has forced its way through huge masses of débris, now overgrown with pines and firs, and cross it several times. At the 'Plads' *Bakken*, about 21 Kil. from Notodden, the horses are rested. The road from Grandsherred and Bolkesjø (p. 28) joins ours on the right, 5 Kil. farther on. After 5 Kil. more we reach —

32 Kil. **Tinōset** (**Hot. Tinoset*, large and well fitted up), a group of houses at the S. end of the **Tinsjø** (615 ft.), a lake about 22 Engl. M. long and 1-1½ M. in width. Two small screw-steamboats ply on the lake.

The Tinsjø resembles the Spirillen, but its banks are lower. The steamer calls at *Sanden* (on the left) and *Hovin* (on the right), and at several other stations. The finest point in the landscape is the *Haakenæsfjeld*, which the steamer skirts. Beyond it, 2¾ hrs. from Tinoset, we reach —

Fagerstrand (*Fagerstrand's Hotel*, at the pier; *Ørnæs's Hotel*,

a little farther on, both clean, R. 1½, D. 2, B. 1 kr.), near the church of *Mæl*, at the mouth of the *Maan-Elv*.

The good road (carriages, p. 26) ascends the beautiful *Vestfjord-Dal*, on the left bank of the Maan-Elv. To the right opens the *Haakedal*. The imposing Gausta soon becomes visible on the left. In 1 hr. we reach (9 Kil.) *Nyland* (small inn), whence the *Gausta* (p. 31) may be ascended in 3 hrs., with guide. Beyond (3 Kil.) the straggling village of *Dale* (no inn) the road ascends, at first gently and then more abruptly, to *Vaae* (1730 ft.), 22 Kil. from Fagerstrand. Grand view of the Gausta, as we look back.

The road continues to ascend circuitously, and in 1-1¼ hr. after leaving Vaae we reach (4 Kil.) —

Fosso (*Rjukan Turist-Hotel og Sanatorium*, a large wooden building, erected in 1897), which commands a fine view of the magnificent ***Rjukanfos** ('reeking' or 'foaming fall'). The waterfall, formed by the copious *Maan-Elv*, makes an almost perpendicular descent of 415 ft. into the ravine, in two stages, the *Kvernhusfos* (65 ft.) and the main fall (350 ft.). The scene is stupendous in the early summer, when the river is swollen with melted snow. A path descends into the valley, affording a view of the fall from below. There is a bridge above the fall.

From the Maan-Elv bridge to the *Tuddal Sanatorium* (p. 31), ca. 8 hrs. (guide).

From the Rjukanfos to the Hardanger Fjord: two routes, one to Odde, another to Eidfjord; the former is preferable, but both are fatiguing and should not be attempted before July. Guides are necessary on parts of both routes (bargain advisable). Provisions should be brought.

To Odde, 4-5 days: — 1st Day. From Fosso by the above-mentioned footpath, then (without crossing the bridge) up the left bank of the Maan-Elv, often through snow in the early summer, to (4 hrs.) **Holvik** (poor inn), on the *Mjøsvand* (2945 ft.), a lake 22 M. long and 1-2½ M. broad. To the W. rises the huge *Raulandsfjeld* (5175 ft.). From Holvik we row either direct across the E. tip of the Mjøsvand (⅓-½ hr.; 50 ø.) or towards the E. to the (1-1¼ hr.) *Erlandsgaard*. From each landing-place rough and sometimes marshy paths (marked, but guide desirable) lead to (3-4 hrs.) the gaard of *Gibøen*, on the S.E. arm of the Mjøsvand. Hence we row across the lake (⅓-½ hr.; 50 ø.) and walk (guide necessary) to (4-5 hrs.) **Berge**, on the *Totakvand* (2230 ft.; accommodation at the *Midgaard*, ¾ M. farther to the W.). — 2nd Day. Row (each pers. 1 kr.) from Berge in 1 hr. to *Kosthveit* on the S. bank; ride or drive thence in 2½ hrs. to (14 Kil.) *Jamsgaard i Vinje*, and thence to (4 Kil.) *Heggestøl*, on the Haukeli road (see p. 32). [Walkers will find the following route more interesting, though also more trying: from Berge-Midgaard to *Brunelid* (no habitations) in 2 hrs. by boat (each pers. 1½ kr.); thence a steep ascent on foot through the *Grungedalsbygd*, part of the way marshy, 2-2½ hrs. (interesting view of the Grungedal from the top); next an abrupt descent of ½-¾ hr. to the road mentioned at p. 39, which we reach near the bridge over the Grungedals-Elv; and, lastly, along this road towards the W. to (½ hr.) the *Rui Hotel* (p. 39).] Thence to Odde, two days.

To the Vøringsfos and Eidfjord, 3-4 days: — 1st Day. From Fosso to Holvik (see above) in 4 hrs.; row thence in 3½ hrs. to *Mjøsstrand*, and in 3½-4 hrs. more to the N. end of the lake; walk in ½ hr. to *Mogen* (poor quarters). — 2nd Day (with guide to Eidfjord, 16 kr.). The path ascends to the N.W. to the (6 Kil.) *Gjuvsjø*, abounding in fish, passes several small tarns on the left, and crosses (9 Kil.) the *Gjuvaa* or *Skvætta*. It next passes three mountain-lakes, where the soil is boggy and the

scenery desolate. The *Fjeldsjø* remains to the left, the *Lakensjø* and the large *Nordmandslaagen* (4155 ft.) to the right. On the last-named is the refuge-hut *Sandhoug*, belonging to Sylvfest H. Kvammen, a good guide. Lastly we cross the *Bessa-Elv*, a considerable stream which falls into the Normandslaagen, and soon reach (after a lahorious walk of 12-13 hrs. in all) the stone hut of *Bessabu* (very poor quarters). — 3rd Day. Over the wild and bleak *Hardanger Vidda* to (25 Kil.) *Bærrastølen* in 5-6 hrs., whence a good path leads in 2 hrs. to the (9 Kil.) *Fosli Hotel*, above the *Vøringsfos* (p. 110).

Travellers bound for the HARDANGER FJORD (or Skien), who wish to avoid the above-mentioned mountain-route, should drive back to *Hitterdal-Notodden* (4-5 hrs.; p. 28) and take the steamer there (twice daily on week-days, once on Sun.). This vessel crosses the **Hitterdals-Vand** (10 M. long), calls at *Farodden* or *Farvolden* at its S. end, and then descends the *Sauer-Elv*, which expands at first into the *Braafjord*. Beyond *Aslaksborg* or *Aarnæs* the steamer enters the *Nordsjø* (p. 35) and soon reaches *Ulefos* (in all about 2½ hrs.; fare 2 kr. 30 ø.; to Skien in 4½ hrs., fare 3 kr. 70 ø.). From Ulefos to *Dalen*, see pp. 36-38.

The following route is less advisable. At the point where the Tinsjø road reaches the Hitterdal road (p. 29), we follow the latter, not to the left to Hitterdal, but up the valley, along the *Hjærdals-Elv*, to *Landsværk* (inn) and the skyds-station of —

Løvheim (**Inn*), situated amid pretty scenery, 19 Kil. from Tinoset, 22 Kil. from Notodden, and a little to the E. of *Saulands Kirke*.

FROM LØVHEIM TO SILJORD (p. 32), about 24 Kil., a mountain-path leads to the S.W., ascending the *Grundingsdal*, watered by the *Mjælla*. On the *Slaakuvand*, halfway, is the *Hôtel Lifjeld*, the starting-point for the ascent of the Lifjeld (p. 32).

FROM LØVHEIM a road ascends the *Grunningsdal*, passing *Moen* and the *Sønlandsvand*, to (23 Kil.) the *Hotel Bjaar*, whence it leads via the *Bjaarvand*, the church of *Tuddal*, and the *Kovstulvand* to the **Tuddal Sanatorium** (30 Kil. from Løvheim; R. 1-3 kr., board 3¼-3½ kr.), situated amid pine woods on the *Kovstulheia* (ca. 3280 ft.). In the neighhourhood are several walks affording fine views. — The **Gausta** (6180 ft.), the highest mountain in S. Norway, affording a view like that from the Galdhøpig (p. 152), is ascended from the Sanatorium in 4-5 hrs. The 12 beds in the tourist-hut at the top are often all occupied. The descent may be made to the Rjukanfos (p. 30).

A little farther on is *Mosebø* (quarters at the Landhandler's). The scenery becomes wilder and grander. We pass the *Hjærsjø* (490 ft.) on the left.

18 Kil. **Skovheim** *i Hjærdal* or *Skogheim i Hjertdal* (**Flatland's Hotel*, R. 1 kr., B. 80 ø., S. 1 kr.) is the starting-point for the ascent of the *Vindegg* (4890 ft.; 5-6 hrs., with guide; there and back 8-10 hrs.), which towers to the N.

About 7 Kil. from Skovheim the Heggestøl road diverges to the S. from the road leading to the N.W. to (23 Kil.) Aamotsdal, crosses the watershed of the Hjærdal, and descends in zigzags, commanding beautiful views, to *Flatdal*, with its little church and sprinkling of farms. It then skirts the E. bank of the *Flatdalsvand*, with the

Skorvefjeld (4380 ft.) rising in the background. Adjoining the lake is the *Spaadomsnut*, the falling of which into the water, according to tradition, will be the prelude to the end of the world. Farther on we obtain a view of the **Siljordsvand** (385 ft.), a picturesque lake, $8^1/_2$ M. in length, and the *Lifjeld* (5085 ft.), on which two French aëronauts descended in 1870, having arrived in their balloon from Paris in 15 hours. At the W. end of the lake lies the church of *Siljord*, where our road crosses the feeder of the lake and is joined by a road from Ulefos.

22 Kil. **Kobbervolden** *(Inn)*, near *Oppebøen* and *Utbøen*, where quarters may also be obtained.

We pass, 14 kil. from Siljord, *Brunkebergs-Kirke* (1290 ft.), splendidly situated on the watershed, where the road forks. The left (S.) arm leads to (17 Kil. from Kobbervolden) *Hvideseid-Kirkebø*, a station of the Bandaksvand steamer (p. 37), which may be used to complete the journey. — The road leads to the right (N.W.) through the *Morgedal*, passing two small lakes (1390 ft.), to —

16 Kil. **Hemmestveit** *i Brunkeberg* (good station). It then passes the church of *Høidalsmo* and skirts the *Oftevand* to —

19 Kil. **Ofte**, near *Mogen*, where a road diverges to the S. to (11 Kil.) *Laurdal* on the Bandaksvand (p. 37). — We cross a range of hills of considerable height. Near (15 Kil.) *Aamodt* the road crosses the *Toke-Elv*, which descends from the Totakvand and forms a fine fall called the *Hyllandsfos*, $^3/_4$ M. to the N. of Aamodt. We pass *Tveiten*.

20 Kil. *Mule*, prettily situated above the E. end of the *Vinjevand*. The road then runs up and down along the N. bank of the lake, passing several farms, among which is *Jamsgaard*, where a road diverges to *Kosthveit* on the Totakvand (p. 30). We then descend abruptly to the church of *Vinje*, at the N.W. end of the Vinjevand. Here a beautiful view is obtained of the *Midtfjeld* (4580 ft.) and of the *Orm-Eggen* to the S.W.

12 Kil. **Heggestøl** (clean station). The road crosses the *Vinje-Elv* by a lofty bridge and joins the new road mentioned at p. 39.

5. From Christiania to the Hardanger Fjord viâ Skien, the Telemarken Canal, and the Haukelifjeld.

To *Odde* 483 Kil. From Christiania to *Skien* by railway, 204 Kil. (express in $6^1/_2$ hrs., fares 11 kr. 10, 7 kr. 50 ø.; ordinary train in 7-11 hrs., fares 9 kr. 20, 6 kr. 15 ø.). — From Skien to *Dalen*, 105 Kil., by steamer, twice daily from about the middle of June onwards, in $8^1/_2$-11 hrs. (fares 8 kr., 4 kr.; to Ulefos 1 kr. 60 ø., 1 kr.; restaurant on board, B. $1^1/_4$, D. 2 kr.). — From Dalen to *Odde*, 174 Kil., a drive of three days. Carr. and pair for 2 pers. 80, 3 pers. 90, 4 pers. 100 kr. (tariff fixed by the Drivers' Union). In the height of the season the horses, as on the other most frequented routes, are apt to be over-worked; the traveller should stipulate for fresh horses.

Since the completion of the Telemarken Canal the route viâ Skien and Haukeli is, during the tourist season (comp. p. xiv), the most con-

Sjford
Dalen
Lunde
Vesterdal
Brunkeberg
Jadstad
Sjørdal
Jørundv
Løvrik
Løvring Fj.
Skafse
Bandaksvand
Flekkenes
Rauberg
Galthoti
Kirkebø
Mandst.
Dale V.
Bergland
Gulsnes
Haukam
Brokefj.
Overland
Vraadas
Kassen
Aane V.
Hvideseid
Brokefj.
Brukedals Fj.
Granefj.
Skred V.
Haugene
Vraa
Vraadal
Nyreskard Fj.
Sørabø
Klien
Skrå
Randebakken
Dam Fj.
Bydning
Stevning Fj.
Omnas
Spokeld.
Roan Fj.
Vale V.
Næring Fj.
Hege Fj.
Nisser
Yagerid
Heien
Sneaas
Gryte
Rolleslad V.
Bjørk Fj.
Lamaas
Overbø
Sand V.
Dyre V.
Kjosfoss
Kros
Trae
Questad
Gryte V.
Aarhavn
Grorum
Blomstad
Slaru
Tvetene
Mjaa
Kisedal
Vik
Vating
Farv
Fjone
Grimstvet
Vkard
Brettid V.
Torisdal
Vad Fj.
Holme V.
Nesle Fj.
Os V.
Vraal V.
Stor
Strand
Mod V.
Vik
Heia
Bjaar V.
Javestad
Berge
Holme V.
Raystol
Sand V.
Jabuk Fj.
Allan
Bg.
Mog Fj.
Sat
Lunge
Treungen
Elgeheta
Sandstad
Pinnas
Erve-dals Fj.
Tvelstad
Fiske V.
Heller V.
Drangen
Vand
Brune Fj.
Gjuvedals
Espelid
Furumisteren
Kjørul
Relte Fj.
Solem
Fj.
Sletn V.
Smedlun
Stor Heia
Dunseval
Sutp Fj.
Bukke V.
Trangedals Fj.
Heia
Hus Fj.
Mjaa
Vand
Mjolaha
Lid
Nase V.
Fj.
Grytvet
Ulenes
Netteslo Fj.
Kate
Grøn Fj.
Vraalstad
Lille N.
Naver Fj.
L. Topdal
Vardad
Fjord
Geograph. Anstalt v.
Arendal u. Kristiansand

SYDL. TELEMARKEN
1:500.000
Norsk Mil.
Kilom.
English Miles
NORDSØ
Arendal u. Kristiansand
Mandal
Wagner & Debes, Leipzig

venient and comfortable approach from Christiania to the Hardanger Fjord. The distance can sometimes be covered in three days, the nights being spent at *Dalen* and *Haukeli Sæter*. The following distribution of time is, however, preferable. 1st Day. Railway viâ Laurvik to *Skien* (and possibly on by steamer to *Aaheim*, p. 36). — 2nd Day. Steamer to *Dalen* (by the express-steamer 'Inland' it is possible to reach Dalen late in the evening of the first day). — 3rd Day. Excursion in the forenoon to the *Ravnejuv* (p. 38); afternoon, by skyds to *Berte* (p. 39) or *Heggestøl* (p. 32). — 4th Day. Skyds to *Haukeli*. — 5th Day. Skyds to *Seljestad* (p. 96). — 6th Day. Skyds in the forenoon to *Odde*. — Travellers in the reverse direction, leaving Odde in the afternoon for (4 hrs.) *Seljestad*, may reach *Voxli* (12 hrs. p. 40) on the second, and *Dalen* (p. 38; 10 hrs.) on the third day. — The *Dyreskard* is sometimes not passable before July (see p. 41).

From Christiania to (53 Kil.) *Drammen*, see R. 3. Through-carriages. — The railway ('Jarlsbergbane') from Drammen to Laurvik and Skien turns to the S.W. (fine retrospect), past the suburb of *Tangen*, and slowly ascends (1 : 80) the *Kobberviksdal*, the highest point of which (250 ft.) is reached at (63 Kil.) *Skouger*. 69 Kil. *Galleberg*. 73 Kil. *Sande*, with the church of that name, near the *Sandebugt*, of which we get a fine view to the left. The train now skirts the picturesque fjord.

86 Kil. **Holmestrand** (*Rail. Restaurant; Hot. Societeten*, at the station, R. $1^1/_2$-2, B. 1, D. 2, S. $1^1/_4$ kr.), a sea-bathing place with 2450 inhab., lies at the foot of a steep porphyry cliff, ascended by a zigzag path (view of the fjord).

96 Kil. *Nykirke*. — 100 Kil. *Skoppum*, near the *Borrevand*; branch-line hence to *Borre* and (7 Kil.) *Horten*, on the Christiania Fjord (p. 8). — 103 Kil. *Augedal*; 109 Kil. *Barkaker*. To the right we see the château of *Jarlsberg*. The train passes Tønsberg on the left, and runs back for 2 Kil., passing through a short tunnel, to —

115 Kil. **Tønsberg** (*Victoria Hotel*, R. 2, D. 2, S. $1^1/_2$ kr., good cuisine; *Grand Hotel*, both near the station), with 5050 inhab., famous as seafarers, the oldest town in Norway, dating from the time of Harald Haarfager. About fifty whalers and seal-hunting vessels (one-third steamers) annually start from this port. Most of the sailors live on the *Nøterø* and the *Tjømø*, to the S. of Tønsberg. By following the Anders-Madsens-Gade between the Grand Hotel and the church ('Vagtmester ved Slotstaarnet' in a house on the left) and then ($^1/_4$ hr.) ascending to the left, we reach the *Castle Hill* above the town, under which the railway tunnel passes. The *Slotstaarn* at the top affords a wide view and contains a collection of antiquities and whaling implements.

At (121 Kil.) *Sem* or *Semb* the train crosses the *Oulie-Elv*. 128 Kil. *Slokke*; 135 Kil. *Raastad*. To the right lies *Gogstad* (see p. 13).

139 Kil. **Sandefjord** (*Grand Hotel*, R. 2, D. 2, S. $1^1/_2$ kr.; *Hotel Kong Karl; Heidemark's Hotel*), a favourite watering-place with 4350 inhab., and sulphurous, saline, and chalybeate springs, prettily situated on the fjord of the same name. The sea swarms with medusæ ('maneter'), which are said to be beneficial to bathers. —

The *Jættegryder* near the *Gaard Aasen* are interesting; the largest is 23 ft. deep. Similar 'giant's cauldrons' at the (3½ M.) *Vindalsbugt* may be visited by boat. The whole region between Tønsberg and Laurvik is historic ground. At *Hjertnæs* are several 'bautastenar'.

144 Kil. *Joberg*, in a wooded and monotonous district; 149 Kil. *Tjølling*, with a view of the *Laurviksfjord* as far as Fredriksværn. The train crosses the *Laagen* or *Laugen* (p. 26), by a bridge 183 yds. long, to the suburb of *Thorstrand*, passes through two tunnels, and reaches —

158 Kil. **Laurvik.** — Hotels. GRAND HOTEL, with electric light, R. 2-2½ kr.; THORA HANSEN'S HOTEL; HEYN'S HOTEL, these three near the railway-station and the pier; KONG KARL, Lille Torvet, with café.

BATH HOUSE (Dr. J. C. Holm's), with mineral and sulphur springs and mud baths; pension 18 kr. weekly, 64 kr. monthly, R. 20-50 kr. per month. 'Kurpenge', or visitors' tax, for baths, physician, etc., 22 kr. per week for the first fortnight, 20 kr. per week for the second fortnight, and afterwards 15 kr. per week. — SEA BATHS, to the W. of the harbour. — *British Vice-Consul*, Mr. Fred. Dahm.

Laurvik, *Laurvig*, or *Larvik*, formerly the capital of the county of that name, with 12,000 inhab. and the suburbs of *Langestrand* to the W. and *Thorstrand* to the E., is beautifully situated on the *Laurviksfjord*, near the mouth of the *Laagen*.

The station lies on the quay, which the railway skirts. Pleasant walk on the long quays. The streets running inland ascend to the **Bøgeskov*, a fine beech-plantation above the highest houses on the N. side of the town. Near the entrance are a café and a music pavilion, where a band often plays in the afternoon. Among the finest of the walks in the wood is that leading from the pavilion to the right (N.E.) to a point commanding a fine view of the Farisvand to the left. Another walk may be taken from the station to the E. to *Laurviks Kirke* (fine view of the fjord), and to *Herregaardsbakken* (in all 1½-2 hrs.). — The large building to the S., conspicuous in approaching Laurvik by sea, is the old manor-house of *Fritsøhus*.

The train (best views to the right) crosses the *Faris-Elv* (which drives the *Fritsø Jernværk* and several other factories), ascends to the *Farisvand*, and skirts its W. bank, passing through a series of short tunnels. The scenery is a pleasant mingling of field and wood. — 169 Kil. *Tjose;* 182 Kil. *Aaklungen*, on the small lake of that name (135 ft.). Then past several lakes. 188 Kil. *Birkedalen* (235 ft.).

192 Kil. *Eidanger*, ½ hr. from the station, pleasantly situated amid woods on the *Eidanger Fjord*.

FROM EIDANGER TO BREVIK, 9 Kil., railway in 21 min. (fares 40, 30 ø.). — The first part of the line traverses fine woods. 2 Kil *Nystvand* (Eidanger Hotel), on the Eidanger Fjord, the W. bank of which is skirted by the railway. — 4 Kil. *Skjelsvik;* 6 Kil. *Heistad*. — 9 Kil. **Brevik** *(Hot. Viking*, on the fjord. ¼ M. from the rail. stat. and the pier; *Stiansen)*, with 2000 inhab., is charmingly situated at the S.E. end of a rocky peninsula which separates the Eidanger Fjord from the *Friersfjord*. Opposite, to the S., is the little town of *Stathelle*. — From Brevik steamers ply to Christiania and Christiansand.

195 Kil. **Porsgrund** *(Stiansen's Hotel; *Victoria*, an old manor

house, 1/4 M. from the rail. stat., simply fitted up, R. 2 kr.; Brit. vice-consul, *Mr. James Franklin)*, a town of 4000 inhab., lies on both banks of the *Skiens-Elv*, which descends from the Nordsjø and enters a bay of the *Friersfjord* 1 1/2 M. below the town, bringing yearly 1 1/2 million logs to the sea. — We now ascend the left bank of the broad Skiens-Elv, through a smiling district with numerous farms. A tunnel is traversed near —

204 Kil. **Skien.** — **Hotels.** *PATTERSON'S HOTEL, Jernbane-Torv, near the rail. station and the pier of the sea-going steamers; ROYAL HOTEL, at the corner of the Telemarks-Gade and the Torv-Gade, with 16 rooms (2 kr.; D. 2 kr.); *GRAND HÔTEL (landlord speaks English), at the W. end of the Telemarks-Gade, with view of the wharf of the Telemarken steamers, R. 2, D. 2 kr. — *Café-Restaurant* in the *Festivitets-Lokal;* also good warm baths (3/4-1 kr.; tickets opposite, at the confectioner's).

Post Office, in the Torv-Gade.

Steamers. To Telemarken twice daily (once on Sun.), both to *Ulefos* and *Dalen* and to *Ulefos* and *Hitterdal* (p. 31); pier nearly 3/4 M. from the rail. stat. (cabs in waiting). — Sea-going steamers ply daily to *Porsgrund*, *Langesund*, and *Christiania*, and weekly to *Fredrikshald*.

Skien (pron. *Sheen*), the ancient *Skida*, a commercial and industrial town with 9500 inhab., dates from the 14th cent., but has been repeatedly burned down (last in 1886) and rebuilt in a more substantial style. Skien is the birthplace of the dramatist Henrik Ibsen (b. 1828). The town lies on the N. bank of the *Skiens-Elv*, which here breaks through a rocky barrier in two falls and forms a roomy harbour. In the Jernbane-Torv, at the harbour, are the *Railway Station* and the handsome *Raadhus*, with its arcaded vestibule. The broad Prindsens-Gade ascends hence to the new *Church*, a Gothic brick building by J. H. Bergh, with two lofty spires. The square in front of the church is adorned with a fountain and is adjoined by *Skien's Festivitets-Lokal*, with a public library, baths, and a café-restaurant. — The street named 'Broerne' (bridges) ascends from near the wharf of the Telemarken steamers to the *Damfos* and the *Klosterfos*, the two waterfalls mentioned above. On a small island between them formerly stood the nunnery of *Gimsø*, founded in 1110. — On the steep *Bratsbergklev*, to the S.E. of the town, are the ruins of the *Bratsberg Chapel*, which has given its name to the entire district (fine view by morning-light). It is reached from the rail. station in 20 min. by the Ny Skotlandsvei and a flight of wooden steps.

The TELEMARKEN STEAMER, which starts above the Damfos, ascends the *Skiens-Elv*, passes several factories, and reaches (1/2 hr.) the three **Locks of Løveid*, constructed in 1861 to meet the different levels of the Nordsjø and the Skiens-Elv. They are hewn, like those of Trollhättan, out of the rock. The passage of the locks takes 20 minutes. The fourth lock is used when the water is exceptionally high. A bust commemorates Amtmann Aall, the chief promoter of the canal.

The steamer next passes several small islands and soon enters the **Nordsjø** (50 ft.), the chief lake of Telemarken, 28 Kil. (17 1/2 M.)

in length and receiving the overflow of several other lakes. The banks are surrounded by low wooded hills. High up to the right, near the entrance, is the *St. Mikaelshul*, or St. Michael's cave, where Roman Catholic services were formerly held. Farther on we have a view to the right of the church-tower of Romnæs and of the N. part of the lake (traversed by the Hitterdal steamer; p. 31). In about 2 hrs. after leaving Skien we reach —

Ulefos *i Holden* (*O. P. Sondresen's Hotel*, at the pier), situated on both banks of the *Eidselv*, which descends from the great Telemarken lakes and here enters the Nordsjø. Its water affords the motive power of several mills and factories. One of the finest of the pretty private residences is the castellated villa of Hr. Nils Aall, with its garden (right). To the left is the church of *Holden*. — Steamer to *Hitterdal*, see p. 31.

Ulefos is the starting-point of the ***Bandak-Nordsjø Canal,** constructed in 1889-92 at a cost of 3,000,000 kr. to overcome the difference of level (190 ft.) between the two lakes. It follows the channel of the Eidselv and is 17 Kil. long. The work offered special difficulties, as some of the 17 locks could not be hewn out of the rock but had to be formed with the aid of enormous dams of masonry. The steamboat takes $2^3/_4$-3 hrs. to ascend from Ulefos to Hogga, the last lock (in the reverse direction $2^1/_2$ hrs.).

The *Ulefos*, the lowest fall of the Eidselv, is 36 ft. high. The steamer ascends this height by three locks. At the top is an arched wooden bridge. The first station is **Aaheim** (**Aaheim's Hotel*, R. 1-2, D. 1-2 kr.), beyond which we reach the **Eidsfos* (32 ft. high; seen to the left), overcome by two locks. It takes six locks to counteract the fall of the **Vrangfos* (110 ft.), a little farther on. At the top of this series of locks is a gigantic dam of red granite, 106 ft. high and 70 ft. wide at its lowest part, the overflow at which also often forms a fine fall (right). The banks are here connected by a small bridge.

The steamer takes nearly an hour (40 min. downwards) to ascend from the lower Eidsfos lock to the uppermost Vrangfos lock. The traveller should therefore leave the steamer, cross the bridge just above the Eidsfos, and follow the good path on the right bank, through wood, to (25 min.) the uppermost Vrangfos lock. Near the end of this walk, to the right, is a view-point, with a stone table, affording a fine view of the whole gigantic staircase of locks. Passengers in the other direction should also take this walk.

The steamer now ascends the wide river, which has been much deepened through the construction of the dams. The banks are thickly wooded, with here and there a farm-house surrounded by crops and pastures. At an expansion of the river we see the *Nukefjeld* (1285 ft.; ascended from Ulefos in 3-4 hrs.), to the S., while the *Lifjeld* (p. 32) rises to the N. On the left (N.) bank lies the church of *Lunde*, opposite which is *Lundefaret*, sometimes touched at by the steamer. We gain 10 ft. by the lock of *Lunde* or *Groot-*

evje, 7 Kil. from Vrangfos, and 10 ft. more by the lock of *Kjeldal*, 3 Kil. farther on.

The last locks are at (2 Kil.) *Hogga* and raise the steamer 23 ft. The level of the lakes above Hogga is maintained by an immense dam, for the foundations of which it was found necessary to dig down 25 ft. below the bottom of the river.

Between the *Flaa-Kirke*, on the N. bank, and the station of *Strængen*, on the S. bank, the steamer enters the E. end of the **Flaavand** (235 ft.). The elk is still found in the forests on the banks. At the W. end of the lake (15 Kil. from Strængen) the steamer enters the narrow *Fjaagesund* and soon reaches the **Hvidesjø** (185 ft.). The mountains become higher and steeper: to the right rises the *Brokefjeld* (3540 ft.), to the left, in the distance, the bare *Roboltfjeld* (3345 ft.), and to the W. the pointed *Raubergnuten*. At the upper end of the lake lies the wooded island of *Bukø*.

To the right opens the small lake of **Sundkile* (4 Kil. long), surrounded by picturesque mountains and entered by a narrow strait crossed by a drawbridge. The afternoon steamer (express) does not enter the Sundkile. The others pass the bridge and call at **Kirkebø** (*Hôtel Hvideseid*, at the pier), pleasantly situated at the upper end of the bay. A skyds-road runs hence to the N. to (17 Kil.) Kobbervolden (p. 32), passing *Brunkebergs Kirke*, about 3 Kil. distant. — The steamer returns to the Sundkile, rounds the promontory of *Spjosodden*, and stops at *Smedodden*, on the S. bank, near the church of **Hvideseid**, at the W. end of the lake.

From Hvideseid to Arendal (145 Kil.). The road ascends rapidly, and then descends to (7 Kil.) *Strand i Vraadal* (tolerable), a little to the W. of which lies the Vraavand (p. 38). Our route turns to the S. and skirts the E. bank of the *Nisservand* (795 ft.), a fine sheet of water, 34 Kil. long (steamer), affording trout-fishing. The next stages are: 17 Kil. *Vik i Nisserdal;* 26 Kil. *Homme i Treungen;* then past the *Høgfos*, formed by the Nisser-Elv; 19 Kil. *Øi i Aamli;* 16 Kil. *Nergaarden i Aamli* (good quarters); 13 Kil. *Simonstad* (p. 7). Thence to Arendal, see p. 7.

Beyond Hvideseid the steamer passes through the artificial channel of *Skarpstrømmen* (6 Kil. long), connecting the Hvidesjø with the **Bandaksvand** (205 ft.), a picturesque lake, 27 Kil. long, enclosed by imposing mountains. The first view of the lake, beyond the station of *Apalstø* (right) and the high rocky island of *Bandaksø* (left), is very striking. Farther on, to the left, is the rock called *St. Olaf's Ship*. The scenery afterwards becomes a little monotonous, but the W. end of the lake is enclosed by a fine group of mountains belonging to the Sætersdal.

About 1½ hr. from Hvideseid the steamer touches at *Triset*, by the church of **Laurdal** (**Bakke's Hotel*, at the pier), situated on the N. bank of the lake, amidst rich vegetation. A good road leads hence to *Ofte i Høidalsmo* (11 Kil., p. 32). — On the S. bank of the lake, opposite Laurdal, lies *Bandakslid*, also a steamboat station, but not always called at.

From Bandakslid ('slow' station) the hill is crossed by a zigzag road to (5 Kil.) *Midtgaarden* (fast station). The road then leads to the S., past the W. end of the *Vraavand* (850 ft.; steamer), and ascends the course of the river which falls into it. This stream forms the picturesque **Lille Rjukanfos* near the road and emerges from the *Skredvand* (1085 ft.), a little higher up. We follow the E. bank of this lake to (8 Kil.) *Rindebakken* (slow station), beyond which we pass *Veum* and reach (15 Kil.) *Moland*, on the *Fyrisvand* (25 Kil. in length). Between Veum and Moland the *Bispevei* diverges to the W. to Viken in the Sætersdal (p. 5).

The lake contracts and the mountains become more imposing, especially on the N. side. About 1 hr. after leaving Triset the steamer reaches its terminus —

Dalen. — *Hôtel Dalen, a large house, 1/4 M. from the quay, with garden, electric light, baths, and a good view of the lake, R. from 2, B. 1 1/2, D. 2, S. 1 1/2 kr. (noisy at night on account of the arrival of the late steamer; comp. p. xxv). — Hôtel Folksvang, 1/3 M. from the quay; *Hôtel Bandak, 1/2 M. from the pier, R. 1 1/2, S. 1 kr., omn. free; Tokedalen's, by the pier. — *English Church Service* in July and August.

Dalen, at the W. end of the Bandaksvand, into which the *Toke-Elv* falls here, is the starting-point of the new road over the Haukelifjeld. There is an abundant supply of horses and carriages, so that there is no need to bind oneself beforehand with any of the agents on board the steamer. It is advisable, however, not to be too late in starting from Dalen, as the first skyds-station is often overcrowded.

Excursion to Ravnejuvet, attractive (there and back on foot 6-7 hrs.; horse 5 kr.; no accommodation or rfmts. obtainable en route). The narrow road, beginning about 1/4 M. from the quay, ascends to the N. in long zigzags, on a rocky slope 1300-1600 ft. high. After about 1 hr. the road turns inland and becomes more level. About 200 yds. beyond the farm of (20 min.) *Reffelbræk* (post-office) we avoid the road to the right and proceed to the left to the lake and (10 min.) old timber church of **Eidsborg** (2300 ft.). The door of the latter is adorned with carving (defaced); the interior has been entirely modernized. We leave the church to the left, skirt the lake (which lies considerably below), and ascend by a poor bridle-path up the steep *Eidsborgaas*. The path then becomes level for some time and again ascends abruptly. The highest point (1 hr. from Eidsborg) affords a fine view of the dark-green mountains to the N. Farther on we descend, amid rocks and wood, to (1/2 hr.) a small saw-mill. A path diverges here to the left to the *Molands-Sæter*, but we go straight on across the brook. A tablet about 10 min. farther on, on a tree to the left, indicates the way to **Ravnejuvet*, or *Ravnedjupet*, a perpendicular rock, 1090 ft. above the turbulent *Toke-Elv*, and commanding a splendid view of the Libygfjeld and the district of Næsland. There is a constant current of air here ascending from below, so that pieces of paper thrown from the rock do not fall but are carried back over our heads. To the left, in the valley, we see the great sweep of the road described below. A pavilion commemorates the visit of King Oscar II. in 1879. — Riders and walkers may continue their journey to the N. from Ravnejuvet. The path at first leads through forest, and afterwards descends rapidly and crosses the *Toke-Elv*. In 1-1 1/4 hr. we reach the hamlet of *Næsland*, where the gaard of *Sandok* affords good quarters. It is also a skyds station (to *Mule* in 1 1/2-2 hrs.; 4 kr.; p. 32).

Pass from Dalen to the *Sætersdal*, see p. 5.

The Road to the Hardanger Fjord, completed in 1892, crosses the broad *Toke-Elv* by an iron bridge, about 1 Kil. from Dalen, and soon enters the forest. Farther on, at the mouth of the *Bot-*

nedal, the old road to Mo (see below) diverges to the left. Just beyond this point the new road crosses the stream and sweeps upward, high above the brawling Toke-Elv. Where it crosses the *Rokke-Elv* walkers may avoid a long bend by ascending steeply on the left bank. The road continues to ascend for at least 2 Kil. along the W. slope of the valley of the Toke-Elv, affording a grand view of the valley and the precipitous heights to the E. (Ravnejuvet, see p. 38). It then describes a sharp curve, still ascending, while a road to Næsland (p. 38) diverges to the right. The road is partly hewn in the living rock and traverses fine coniferous woods, high up on the N. slope of the valley of the Rokke-Elv. At an opening in the wood we have a peep of the church of *Mo* to the left, on a small lake. Farther on we cross the Rokke-Elv, joining the old road on the right bank.

After passing the parsonage of *Mo* we reach the lower end of the *Børtevand*. The road passes *Børteosen* and undulates along the W. bank of the lake, above which rises the abrupt *Rautefjeld* (4725 ft.). The E. bank is entirely uncultivated, and rises in jagged rocky walls, sprinkled with trees. The road crosses the Børte-Elv and reaches —

25 Kil. *Utbøen*, with the well-managed ***Hotel Børte.** The bridle-path from Bredvik in the Sætersdal (see p. 6) joins the road here. The latter turns inland and crosses the ridge of *Børtegrenden*, beyond which we enjoy a fine view of the upper end of the Børtevand. We ascend gradually over the *Børteheia*, through beautiful fir-woods. The view becomes more open a short way beyond the top. The road descends in windings and joins the Hitterdal road at (8 Kil.) a 'Landhandleri' above the Vinjevand and Heggestøl (p. 32), which, however, are not visible from this point.

The old road, which we now follow to the left, is pretty poor. It crosses the *Rus-Elv* and ascends, though with numerous dips, through the valley of the *Smørklep-Elv* and along the E. slope of the *Smørklepfjeld*. Several farms are passed. The *Flaatebunut* on the Totakvand comes into sight to the N., and remains in view during the rest of the journey through the somewhat monotonous valley. The road crosses the river, and is here joined on the right by a footpath from Brunelid on the Totakvand (p. 30). It then turns sharply to the W. and soon reaches the pretty *Grungedalsvand* (1590 ft.), near the —

24 Kil. **Rui Hotel** (12 Kil. from Heggestøl). Skirting the lake for about 1 Kil. more, we reach the *Grungedals Hotel.*

The next part of the route, skirting the green but shallow lake, and affording a good view of the *Gurifjeld*, is very picturesque. The road, however, is very rough and uneven. A party would do well to take one skyds for their baggage (p. xxi), and walk to Botten. Beyond the yellowish-brown *Church of Grungedal* we reach the farms of *Edland* or *Eilandt* and the new **Hotel Haukelid** (11 Kil.

from Rui, 16 Kil. from Botten), where the road crosses the foaming *Geislaus-Elv*.

Farther on we follow the left bank of the *Flaathyl-Elv*. To the left (S.), at kilomètre-stone 170 (from Skien), we see the fine *Vafos*, descending from the *Nedre Langeidvand* in a series of bold leaps. The route now ascends a monotonous valley, passing a few farms, of which the two of *Flaathyl* are the most important. We cross the stream twice. After having forced its way through a rocky barrier in a series of falls and rapids, the Flaathyl-Elv forms several *Høl*, or deep pools. The largest of the waterfalls (to the left, close to the road) is the *Lille Rjukanfos* ('little smoking fall'), the best point for surveying which is the projecting rock near its foot. The largest Høl is the *Ekelidhøl* (2290 ft.). Continuing to ascend, we at last reach —

27 Kil. *Botten* or *Botn* (2590 ft.; good station; shooting and fishing), on the pretty *Voxlivand* (2500 ft.), which the road skirts. About 1/2 M. farther on, to the left, is the ***Voxli** or **Vaagsli Hotel** (R. 1-1 1/2, B. or S. 1 kr.), commanding a fine view of the lake.

The road passes several farms and the last sparse crops of barley and potatoes. Farther on are the small *Hôtel Nystøl*, and then the *Arrebuvand* and the *Evenbuvand*. This region is almost uninhabited, a few old and dying pines alone relieving its monotony. Near kilomètre-stone 190 we reach the *Krækledyr Skar*, commanding a fine *View of the mountains to the W.: to the left *Vasdalseggen* (5765 ft.), then *Kistenuten*, the *Kallevasheia*, and *Sveien*. Below us, to the left, lies the *Kjælavand* (2940 ft.), to the S. of which rises the *Kjælatind*. Trees disappear.

18 Kil. **Haukeli-Sæter** (**Knud Haukelisæter's Inn*, consisting of several houses, the main one in the Norwegian style by H. Munthe, R. 1-2, B. 1-1 1/4, D. 1 1/2-2, S. 1 1/2 kr.), at the E. end of the *Staavand* (3085 ft.), situated amidst imposing scenery, and commanding an unimpeded view of the fjeld. The peaks and even parts of the plateau remain covered with snow as late as August. The *Kistenut*, to the S. of the Staavand (there and back 3-4 hrs.), and the *Lille Nup*, to the N. of the Haukelisæter (6 hrs.), afford wide views.

The good road leads to the N.W., skirting the Staavand. After about 10 min. we get a glimpse of the *Storefond* to the right, and 1/4 hr. farther on is a ruined bridge on the left, over which the old bridle-path led. About 2 1/2 M. from Haukeli we cross the *Ulevaa-Elv*, which descends from the N. and forms the boundary between the districts of Bratsberg and Søndre Bergenhus; to the right it forms several low but very broad cascades. After 1 M. more we reach the *Ulevaavand* (3095 ft.; 2 M. long), to the left, the N. bank of which our road skirts. We are now in the heart of a fjeld solitude. To the right we have a fine view of the precipitous *Store Nup* and the *Storefond*, and to the left *Sveien;* in front rises the *Stafsnut*, to the right of which are the *Rekkingsnut* and the *Midtdyr Ruste*.

After a drive of 1-1¼ hr. (5½ M.) from Haukelisæter we cross the *Midtdyr-Elv*, turn to the S., and at the foot of the *Dyrnut*, the E. part of the *Stafsnut*, begin to ascend the pass of **Dyreskard** (3715 ft.; watershed), the top of which we reach in ½ hr. more. Such masses of snow often lie here, even in midsummer, that a tunnel has to be made for the road, and in many years carriages cannot pass before July. To the left is a 'Varde', erected by King Oscar II. in 1879.

The road now leads to the W. through a wilderness of snow and stones, sometimes descending slightly. To the right is Stafsnuten, to the left Sveien and the narrow green *Øisteinvand*. To the left, below the road, about 9½ M. from Haukelisæter, lies the *Midtlæger-Sæter;* and on the road is the *Nye Midtlæger-Sæter*. About 10 min. later the three houses of *Svandalsflaaene* and several small lakes appear below us to the left. On the road is a small inn (D. 2 kr., tolerable). In 10 min. more we reach the hill of *Staven*, and in 5 min. more begin to descend. To the right, below, lies the *Tarjebudal*, with the sæters of *Tarjebudal* and *Nya Støl;* to the W., in front of us, is the *Horrehei*. In 10 min. we cross by the *Risbubro* to the right bank of the *Risbu-Aa*, and then descend rapidly in huge zigzags. Near (10 min.) the *Østmanlid Sæter* we have a fine glimpse of the Røldalsvand. The scenery improves. After 20 min. we cross the noisy *Vasdals-Elv* and follow its right bank, high above the stream. In front of us is the broad *Novle-Fos*, near which the road passes 10 min. later. The river with its numerous rapids is constantly in sight. The Røldalsvand again (5 min.) comes into sight, backed by the *Holmenut* and *Røldalsaaten* (4125 ft.). A drive of 12 min. more brings us to —

30 Kil. (pay for 35 Kil. in the reverse direction) **Røldal** (**Hôtel Røldal*, R. 1½-2, B. 1¼, D. 2, S. 1½ kr.; *Gryting's Hotel & Skyds Station*, D. 1 kr. 70 ø.; *Fredheim's Hotel*, plain; Engl. Ch. Serv. in summer), near the N. end of the *Røldalsvand*. On the lake, a short distance from the road, is the church, in which have been incorporated the remains of an old 'Stavekirke'. — Farther on we cross the *Tufte-Elv* and skirt the lake. At the fork where the roads to the Bratlandsdal (p. 95) and to Hardanger diverge from each other, we follow the latter and ascend to (3 Kil.) the *Breifond Hotel* (p. 95).

6. From Kongsberg to the Hardanger Fjord through the Numedal.

4-5 Days. Of the great routes (comp. pp. 32, 43, 48) leading from E. Norway across the Fjeld to the W. coast this is the least attractive and is seldom used except by Norwegians. The inhabitants, however, are interesting, as they have retained many of their primitive characteristics and traditions. A CARRIAGE ROAD with fast stations leads through the Numedal to *Brøsterud* in the *Opdal* (123 Kil.), from which driving is also practicable to *Floten*, 11 Kil. farther on. Beyond this the traveller must ride or walk.

Kongsberg, see p. 26. — The road, leaving that to the Bolkesjø (p. 27) to the left, follows the right bank of the *Laagen*.

17 Kil. *Svenesund*. We cross the Laagen and pass the church of *Svene*, on its left bank.

14 Kil. *Søndre Flesberg*, near the church of *Flesberg*. Farther on the valley contracts. We cross to the right bank by an iron bridge.

16 Kil. **Alfstad** (*Inn*, well spoken of). The valley is pretty wide here. The gaard *Fikkan* or *Fekjan*, 6-7 Kil. from Alfstad, also affords good accommodation, and its owner has constructed a hut for sportsmen and anglers on the *Sorkevand* or *Sørkjevand*, 10 M. to the W. At the *Væglikirke* we cross the stream, which here forms a small fall. On the left bank is the **Brobakken Hotel**, near the skyds-station of —

17 Kil. *Helle* (inn). — The road ascends and then descends again to the *Ytre Nore-Fjord* or the *Kravik-Fjord* (868 ft.), along the bank of which it runs. To the left rises the *Eidsfjeld* (4940 ft.). One of the old buildings of *Gaard Kravik* is said to date from the 12th century. On the opposite (right) bank of the river are the old and the new *Nore-Kirke*. The road then skirts the *Øvre Norefjord* (12 Kil. long), passes the farm of *Sevli*, and reaches —

27 Kil. **Skjønne** (920 ft.; good quarters), with several old buildings. Beyond Skjønne the road crosses the Laagen and turns to the W. into the *Opdal*. The scenery becomes very picturesque. The *Opdals-Elv* forms several waterfalls. The road ascends rapidly to the *Fennebufjord* (1525 ft.).

11 Kil. *Liverud*, at the W. end of the Fennebufjord, near the Stavekirke of *Opdal*. We continue to ascend, passing several farms and the new church of Opdal.

21 Kil. **Brøsterud** or *Brostrud* (2625 ft.; fair accommodation). Quarters may also be had at *Nørstebø*, a little higher up.

From Brøsterud to *Neraal* in the Hallingdal a mountain-path leads in 1-1½ day. It ascends past the *Vass* and *Høfde* sæters in 4 hrs. to (17 Kil.) *Aasberg* (quarters and horses at Gunnar Aasberg's and Halvor Kjønaas's) in *Dagalid* (2750 ft.). — Farther on we cross the fjeld to the *Skurdal* (10 Kil.; 2740 ft.; quarters at the *Guttormsgaard*), and then another height by a road to the (17 Kil.) *Ustadal* (quarters at *Jeilo* and *Tufto*); lastly past several farms to *Hammersbøen* and *Hol*, near Neraal (p. 47).

For the route across the mountain to the Hardanger (100 Kil.; three days) a guide should be engaged lower down the valley, and a supply of provisions obtained. The route from the Nørstebø at first follows the sæter-path, and then traverses the lofty *Hardanger Vidda* (4000 ft.), commanding an extensive view in every direction. It leads past the *Skarsvand* to the *Skars-Sæter*, where the *Laagen* is crossed by boat. We pass the night, after a walk of 11-12 hrs., in the tourists' hut on the *Laagelidbjerg*, or *Laagriberg* (3805 ft.).

On the second day we skirt the river, the *Gjetsjø*, and the *Store Nordmandsslæbet*, and after a walk of 10 hrs. spend the night in the tourists' hut at the meeting of the *Bjøreia* and the *Svinta*. Next

morning our route leads us to the *Nybu-Sætre* (3600 ft.), on the *Nybusjø*, the first on the W. side of the fjeld *(Vestenfjeldske Norge)*. Beyond this we generally follow the course of the *Bjøreia*, which lower down forms the Vøringsfos (p. 110), and cross snow, brooks, and marshes. We pass *Storlien*, *Maursæt*, and *Garen*, and reach the *Fosli Hotel* (p. 110) in time to go on to Vik the same day.

7. From Christiania through the Hallingdal to Lærdalsøren on the Sognefjord *(Bergen)*.

351 Kil. Railway to *Krøderen*, 122 Kil.; express in 4¾ hrs. (fares 6 kr. 55, 4 kr. 15 ø.), ordinary train in 5½ hrs. (fares 6 kr., 3 kr. 75 ø.). — Steamer (Restaurant on board, D. 2 kr.) from Krøderen to *Gulsvik*, 45 Kil., daily in 2½-3 hrs. (fare 2 kr. 50, 1 kr. 40 ø.). — Road from Gulsvik to *Lærdalsøren*, 184 Kil., a drive of 3 days. Fast skyds-tariff. For a carriage and pair ('kaleschvogn'), for two persons, the usual fare is 100 kr. (sometimes less when the demand is slack), to which a fee of 5-6 kr. is added (comp. also p. xxii).

The journey is best divided as follows: (1st Day) From Christiania to *Gulsvik*. (2nd) From Gulsvik to *Rolfshus*. (3rd) From Rolfshus to *Breistølen* or *Hæg*. (4th) Thence to *Lærdalsøren*. Or spend the first night at *Næs*, the second at *Bjøberg*, and the third at *Lærdalsøren*. It is even possible, by travelling 14-18 hrs. a day, to reach Lærdalsøren in 2 days, spending the night at *Rolfshus*. As almost all the stations on this route are either good or tolerable, the traveller may divide his journey as best suits his convenience.

From Christiania to *Vikersund*, 96 Kil., see R. 3. A branch-line (carriages changed) runs thence to *Snarum* and —

26 Kil. **Krøderen** (*Restaurant*; **Inn*, opposite the station), prettily situated at the S. end of **Lake Krøderen** (445 ft.), near the efflux of the *Snarums-Elv*. The pier is ½ M. from the station. The lower part of the lake is surrounded by smiling hills. A skyds-road skirts the N.E. bank. Beyond the church of *Krødsherred* or *Olberg*, which lies on this road, the lake contracts to the river-like *Noresund*. The road crosses here and continues its course on the W. bank. Farther on the lake again expands, and the scenery becomes wilder, especially beyond *Næs*, where the broad-backed *Norefjeld* (4980 ft.) rises boldly above the lake on the left.

The interesting Ascent of the Norefjeld (10 hrs.) is best made from *Nore*, on the Noresund. We follow the road to the N. to (4 Kil.) *Skadset*, and ascend to the left by a steep bridle-track leading through fir-woods to the good tourists' hut at the *Sandum-Sæter*, which affords a fine view of Lake Krøderen. Our route next runs to the N.W. across a lofty plateau (leaving the *Ramsaas* on the right), with a view of the mountains of Telemarken and of the *Eggedal*. It then ascends to the *Augunshaug* (4012 ft.; extensive *View). The summit of the Norefjeld, called the *Høgevarde* (4980 ft.; small tourist-hut), rises 5-6 Kil. to the N.W., but nothing is gained by ascending it. From the Augunshaug we may descend direct to the E. to *Tungen* and *Ringnæs*, a 'fast' station, 11 Kil. from Olberg and 17 Kil. (pay for 25) from Gulsvik. From the Høgevarde we may descend to the N.E. through the valley of the Gulsvik-Elv to (7 hrs.), Gulsvik (p. 44).

In 2½-3½ hrs. the steamer reaches —

Gulsvik (510 ft.; **Gulsvik's Hotel; Fru Eriksen's Hotel*), at the

entrance to the **Hallingdal**, a name applied to the whole district bounded on the N. and E. by Valders, on the S. by the Numedal, and on the W. by the Hardanger region.

The inhabitants of the side-valleys and of the upper portion of the main valley (p. 45) retain many of their ancient characteristics. Their passionate disposition, which formerly found vent in the terrible girdle duel (*'Bæltespænder'; comp. p. 331*), is still manifested in various ways, especially in the wild *Hallingdans* or *Springdans*, accompanied by a wierd kind of music (*'Fanitullen'*).

The skyds-station (good quarters) is about $^3/_4$ M. from the lake. The lower part of the valley is rather monotonous, and travellers arriving at Gulsvik in the afternoon lose nothing by driving the same day (in about 5 hrs.) to *Næs* (see below). The road follows the W. bank of the *Hallingdals-Elv*, and is nearly level all the way. Near the church of *Flaa*, 11 Kil. from Gulsvik, is the **Hôtel Vik.*

14 Kil. *Aavestrud* (fair station). The road passes several lake-like expansions of the Hallingdals-Elv, on the largest of which, the *Brummavand* (575 ft.), upwards of 18 Kil. long, lies —

17 Kil. *Børtnæs* (indifferent). At the head of the lake lies —

11 Kil. **Næs** or **Nes** (**Næs Hotel & Skyds-Station; *Svenkerud's Hotel*)**, a large village, with a church, the district-jail, several local officials, and a number of shops. [In the reverse direction we may descend the river from Næs to Gulsvik by boat (3 hrs.; 8-10 kr.). The many rapids make the trip rather sensational, but there is no danger when the river is moderately full.]

From Næs to Lake Spirillen, 10-11 hrs. (guide unnecessary). A well defined sæter-path ascends to the E. to *Lake Strøen* (good fishing; quarters at one of the sæters), in 3-4 hrs., and by *Djupedal* in 3-4 hrs. more to *Ildjarnstad* (p. 49), whence *Næs* in the *Aadal*, at the head of Lake Spirillen, is 22 Kil. distant (comp. p. 49).

Scenery pleasing, with numerous farms and fine pine-woods. About halfway between Næs and Viko we cross the river. Farther on is **Rolfshus** (**Berg's Hotel*), a favourite resort and pleasant stopping-place. (Route to Frydenlund in the Valders, see p. 52.) Near —

20 Kil. **Viko** (700 ft.; mediocre quarters), beautifully situated on the Hallingdals-Elv, the valley turns to the W.

From Viko to the Valders (10-12 hrs.). The path ascends very steeply for $^3/_4$ hr., and then leads for 3 hrs. across the *Fjeldvidde* ('table land'), passing several sæters. We row across the *Tisleivand* (2800 ft.), a large lake well stocked with trout, which forms the boundary between the Hallingdal and Valders districts, then descend in about 6 hrs. to *Stende*, a farm-house on the *Strandefjord*, and cross the lake by a long bridge to *Ulnæs-Kirke* (p. 52).

About 2 Kil. above Rolfshus the Hallingdals-Elv, which descends from the Upper Hallingdal (W.; p. 46), is joined by the *Hemsil*, descending from the N.W. The latter forms a fine waterfall. We cross the Hemsil by the *Heslabro*, beyond which the road through the main valley leads to the left, and ascend its right bank in the **Hemsedal**, mounting the *Golsbakker* in long windings, and passing halfway up within sight of the new church of **Gol**, to the left (comp. p. 18). Beyond (10 Kil.) *Løstegaard* (1440 ft.) we

again cross the Hemsil and follow the E. side of the valley, passing several farms, while the W. side and the bottom of the valley are uncultivated. About 5 Kil. farther on we reach —

16 Kil. *Kleven i Gol* (cheap quarters). The scenery becomes uninteresting for a considerable distance. About 4 Kil. farther on is *Ekre* (2600 ft.).

From Ekre to the Valders (10-12 hrs.). A rongh sæter-path ascends from Ekre to the '*Heier*', passes the *Vannenvand* and the *Storsjø* at the base of the huge *Skogshorn* (5660 ft.), and leads through the district of *Lykkja*, with its scattered houses, to the (5 hrs.) *Fosheim-Sæter*, on the *Svenskenvand* (2860 ft.), and on to the station of *Fosheim* (p. 53).

Another ronte to Valders diverges from our road at *Ulsaker*, between Ekre and Fanske, ascends past the base of the *Skogshorn* (see above) to the *Helsingvand*, skirts the E. bank of the *Hundsendvand*, and leads to the *Grunken-Gaard*, where it crosses the *Smaadøla*, falling into the *Svenskenvand*. It then leads along the Smaadøla to the N. end of the *Helevand* and the *Vasends-Sæter*, passes the base of the *Grindefjeld* (5600 ft.), and descends to *Grindaheim* (p. 54), about 13-14 hrs. from Ekre.

On the opposite bank of the Hemsil rises the *Veslehorn*, from which descend four small waterfalls, uniting into a single cascade during the melting of the snow. The road passes *Kirkebø*, a poor village, with the *Hemsedals-Kirke*, the last in the district before that of Borgund (83 Kil.), and 7 Kil. farther on reaches —

20 Kil. **Fauske** (good quarters), at the union of the *Grøndøla* and the Hemsil. Near Fauske the Hemsil forms the *Rjukande Fos* ('smoking fall'), to which a path leads.

Cultivation now ceases, and a few scattered sæters only are passed. The road ascends rapidly and traverses the bleak *Mørkedal*, a scene of stupendous mountain-solitude. This stage takes fully 3 hrs.

20 Kil. (pay in the opposite direction for 30) **Bjøberg** (3320 ft.; **Station*, frequented by reindeer-stalkers), the last station in the Hallingdal, lies in a bleak solitude at the foot of the *Hemsedalsfjeld*. Farther on (7 Kil.) we pass a column marking the boundary between the 'Stift' of Christiania and that of Bergen. The road skirts the precipitous *Kjølberg* on the left and the *Eldrevand* on the right. To the N.E. rises the *Jøkulegge* (6280 ft.). The road, the highest in Norway (3800 ft.), then descends rapidly to —

15 Kil. (pay for 22 in either direction) **Breistølen** (**Hotel*, new). Then a continuous and latterly steep descent (new road in progress), passing several waterfalls, to the bridge of *Børlaug* on the Valders route (p. 56; 7-8 hrs. from Fauske). A little below the bridge is —

12 Kil. (pay for 15; in the opposite direction for 19) **Hæg** *i Borgund* (p. 56). — From Hæg to *Lærdalsøren* (39 Kil.), see pp. 56, 57.

The Upper Hallingdal.

The *Hallingdal* in the narrower sense, or main valley *(Hoveddalføret)*, ascends to the W. from Viko (p. 44) to the wild and desolate regions of the *Hardanger Vidda* ('hunting-ground'), across which toilsome paths (guides necessary) lead N.W. to the Sognefjord and S.W. to the Hardanger Fjord. Perhaps nowhere else do we receive so overwhelming an impression of the peculiar nature of the Norwegian fjelds as here, where

the mountains seem to lose the ordinary characteristics of mountains, the eye resting only here and there on an isolated 'Nute' rising above the general level of the monotonous plateau. The lakes swarm with excellent fish; snowy owls nest among the rocks; and the eagle pursues his quarry unmolested. At places the ground is thickly strewn for a long distance with the droppings of the lemming (*'lemæn'*, *'lemmus Norvegicus'*), a hardy little rodent, the wonderful migratory instinct of which is still a puzzle to naturalists. The reindeer is said to kill the lemming with a blow of its hoof and eat the stomach for the sake of the vegetable contents. The air is remarkably clear and fresh, though fogs and storms are of frequent occurrence. With this district are associated some of the most famous of Norwegian sagas, such as that of the *Villand* family, and the inhabitants retain more of their ancient characteristics than those of almost any other part of Norway. With the exception of the higher mountains, however, the scenery is neither picturesque nor imposing.

Viko, see p. 45. Beyond the *Heslabro* (p. 45) the Hallingdal road follows the left bank of the *Hallingdals-Elv* to *Ellefsmoen* and —

15 Kil. *Skjerping.* Near *Nybgaarden* is the old timber-built *Church of Torpe*, first mentioned in 1310 and partly demolished in 1880. The porch and doors are finely carved. The tower of the adjoining new church also contains several old carvings.

11 Kil. *Sundre i Aal* (*Station). Near it are the handsome church of *Aal*, containing some relics of the older church, and two curious houses of the middle of last century, the *Thingstue* (with paintings in the interior) and the *Gretastue.* — The road then skirts the *Strandefjord* (1480 ft.), to the S. of which rises the *Sangerfjeld* (3865 ft.), and crosses a steep hill to the (15 Kil.) *Holsfjord* (1945 ft.), where it divides. The road to the left leads to the Ustedal and the Hardanger, that to the right to Neraal and the Sognefjord.

1. Route to the Hardanger (45-50 Kil. from Sundre). About 3 Kil. from the bifurcation (18 Kil. from Sundre) lies *Hammersbøen*, whence a rough road ascends the *Ustadal*, passing the new Ustadal church, to (11 Kil.) *Jeilo* (2675 ft.; rustic quarters; guide to the Hallingskarv 3, to Krækjahytten 7, to Hardanger 12-14 kr.). About 2 Kil. farther on is *Tufte* (3028 ft.), the highest gaard in the valley (quarters).

The huge **Hallingskarv** may be ascended from this point: the E. peak (6440 ft.) by following the course of the *Eimeheia* to the *Presteholtsøl*; the W. peak (6435 ft.), better, from the W. end of the *Ustavand*. View of the Hardanger Vidda (p. 45) not picturesque, but very extensive.

The route from Tufte to Maursæt (two days) passes the *Smetbak Sæter*, crosses the *Ustadals-Elv* by the 'Nybro' (the key of which must be brought by the guide), ascends the *Ustaberg* to the *Berhelletjern*, passes the deserted *Monsbuheia*, crosses the tongue of land between the *Legreidsvand* and the *Ørterenvand*, skirts the S. bank of the latter, and ascends the *Svaanut* to the *Store Krækjavand.* On the N. bank of this lake lies the tourist-hut of **Krækjahytten** (4085 ft.; about 9 hrs. from Jeilo), a favourite resort of anglers, where the night is spent (guide, Ole Larsen Aker). — The following route (6-7 hrs.) is shorter. From Tufte we follow the Ustadals-Elv to the *Ustavand* (3315 ft.), cross it by boat to *Ørterdalen*, walk

to the (1 hr.) *Ørterenvand*, cross this lake also, and walk (1/2 hr.) to the hut. Both routes have the Hallingskarv constantly in view.

On the second day (10 hrs.) we skirt the Krækjavand, and cross the river of *Krækjastubben*, near an old pitfall for catching reindeer. We then descend the *Halnebottner* to the *Olafbuvand*, cross the *Kjelda* to the *Fisketjern-Sæter*, and reach the *Smytte-Sæter*, the first in Hardanger. We next cross the *Leira*, which descends from the N., to the *Indste-Sæter*, whence the route to *Maursæt* (2445 ft.) and the *Fosli Hotel* (p. 110) is unmistakable. The imposing Hardanger Jøkul is conspicuous the whole way.

2. To Aurland on the Sognefjord (about 85 Kil.; 3 days; a guide should be engaged at Neraal or at the Gudbrandsgaard), a splendid, but fatiguing, mountain expedition. Our starting-point is **Neraal** or *Nedreaal*, 4 Kil. from the bifurcation above mentioned, and 19 Kil. from Sundre, at the N. end of the *Holsfjord* and near the *Høvelfjord*. The old timber-built *Church of Hol*, near Neraal, is attended on Sundays by the peasantry in their picturesque old-fashioned costumes. To the W. towers the Hallingskarv (p. 46).

At the W. end of the Høvelfjord lies *Gaard Villand*, once the seat of the turbulent family of that name, who lived here about the year 1700 (comp. p. 46). Above Villand (5 Kil.) the road turns to the N. and leads past the *Sunddalsfjord* (2550 ft.) to the **Gudbrandsgaard** (2625 ft.; about 19 Kil. from Neraal; good quarters), to which driving is practicable. A sæter-track leads hence to the *Garlid-Sæter* (2935 ft.), and along the *Øvre Strandefjord* (3120 ft.), 14 Kil. long, on which are several sæters, to the farm of *Svingaardsbotten* (rfmts.), at the W. end of the Strandefjord, 5 1/2 hrs. from the Gudbrandsgaard.

The actual mountain-pass to the Sogn district begins here. The original inhabitants of the Upper Hallingdal, who belonged to the ancient Gulathing (p. 127), probably crossed the mountains here from the coast, just as Valders was originally peopled from Lærdal. The path, marked by heaps of stones ('varder'), passes *Ulevasbotten*, *Vierbotten*, and a third sæter with a herd of reindeer tended by Lapps from Røros. [From this point a sæter-path ascends the valley of the Vesterdøla to the W.S.W., passing *Gjeteryggen*, and descends the Moldaadal to the cattle-sheds of *Hallingskeiet* (a long day's walk), whence we may go on to Ose and Ulvik (p. 111).] Our path then ascends rapidly to the *Skard* ('gap') between the *Ulevasnut* on the E. and the *Sundhellerfjeld* on the W., crosses the *Bolhøvde*, where the direction is indicated by 'varder', and leads to the tourists' hut at the uppermost sæters in the **Steinbergdal**, 5-5 1/2 hrs. from Svingaardsbotten, where the night is spent.

Next morning we pass (1 1/2 hr.) the *Øje-Sæter* (2935 ft.) and a waterfall, and reach the (1 1/4 hr.) *Grønestølsæter* and the (3/4 hr.) *Gaard Østerbø* (good quarters). Beyond a small lake we next descend the formidable pass of the *Næsbøgalder*, partly by a long ladder,

and partly by a path of wicker-work borne by iron rods driven into the rock, to *Gaard Næsbø*. We then pass the *Holmensæter* and (2½ hrs. from *Østerbø*) finally reach (1¼ hr.) the *Næsbødal*, where we cross a torrent and ascend again to **Gaard Sønnerheim** or **Sønjareim**, in a magnificent situation resembling that of Stalheim (p. 125). Thence the path leads down the *Sønnerheimsgalder* (protected by an iron railing) and along a rapid stream to the (2 hrs.) *Vasbygdvand*, the boat for crossing which (40 min.) is to be found at *Øje* or *Stene*, 1 Kil. before the lake is reached. From *Vasenden*, at the W. end of the lake, to *Aurland* on the Sognefjord, 6 Kil. more. See p. 134.

8. From Christiania through the Valders to Lærdalsøren on the Sognefjord.

This journey may be made either viâ *Lake Spirillen*, or viâ the *Randsfjord*, or viâ the *Mjøsen-Sjø*. The Spirillen route is the most picturesque, but the steamer is small and the other arrangements are inadequate for a large number of travellers. Hence the more frequented routes are those by the Randsfjord and the Mjøsen-Sjø. By any of the three routes it is possible to reach Lærdalsøren in three days, but it is better to allow four or five. In the height of summer the traveller should always start betimes in order that he may reach his nightquarters as early as possible, and either secure rooms, or, if necessary, go on to the next station.

a. Viâ Lake Spirillen to Frydenlund.

238 Kil. (to Lærdalsøren, 406 Kil.). RAILWAY from Christiania to *Heen*, 131 Kil., express in 4½ hrs. (fares 7 kr. 40, 4 kr. 60 ø.), ordinary train in 6 hrs. (fares 6 kr. 85, 4 kr. 20 ø.). — STEAMBOAT from Heen to *Sørum*, 56 Kil., twice daily in 5-5½ hrs. (fares 3 kr.); when the river is low, the boat starts from Bergsund, to which passengers are conveyed by carriage. Through-tickets to Sørum are to be had at Christiania. — ROAD from Sørum to *Frydenlund*, 51 Kil. Fast stations. The Drivers' Union *(Kjøreselskabet)* lets carriages from Sørum to Lærdal for 85, 100, or 115 kr. for 2, 3, or 4 persons, but recommends previous ordering by telephone to Sørum's Hotel. If the drive (on account of low water, see p. 49) be begun at Granum, 5, 6, or 7 kr. is added to the above fares; and 6, 8, or 10 kr. is charged for the detour to Lake Tyin (p. 155). Fares are usually reduced in the slack season.

From Christiania to *Heen*, see R. 3. The time between the arrival of the train and the departure of the steamer is usually ample for early dinner at *Bægna's Restaurant* or at **Anderson's Hotel*, a little farther on (comp. p. 26). Coffee, beer, and so on may be obtained on board.

The steamer ascends the *Bægna* or *Aadals-Elv*, with its lake-like expansions. The navigable channel is indicated by buoys and stakes. To the left are the large farm of *Semmen* and (farther on) *Skollerud*, to the right the church of *Ytre Aadalen*. The banks are hilly and covered with pines. Higher up, the stream becomes

very rapid. To the left farther on, 15 Kil. from Heen, lies the pretty farm of **Bergsund**, where the steamer starts when the water is low (see p. 48).

The mountains become higher and more varied in form. The course of the vessel is often obstructed by floating timber ('Tømmer'). About 2 hrs. after leaving Heen the steamer reaches the rapid *Kongstrøm*, which intersects an old moraine, and soon enters —

***Lake Spirillen** (490 ft.; probably from *spira*, 'to flow rapidly'), 24 Kil. long, a beautiful sheet of water, surpassing the Randsfjord. The banks are enlivened by numerous farms, with their green pastures and scanty tilled fields, while over these rise pine-clad mountains. To the left is the *Høgfjeld* (3240 ft.). The chief place on the W. bank is *Viker* or *Aadalen*, with a church, 8 Kil. to the W. of which rises the *Gyranfisen* (3540 ft.). On the E. bank lies the gaard of *Engerodden*. Passing the *Ramberg* (1680 ft.; left), the steamer comes in sight of the church of —

Næs, or *Næsmoen*, at the head of the lake, with its wild mountain-background. The Bægna enters the lake here, and its mouth is crossed by a long wooden bridge, beneath which the steamer passes. To the right, just beyond the bridge, about 4 hrs. from Heen, is the station of *Granum* (Granum's Hotel, R. 1, S. 1 kr.), where the steamer has to stop if the water is low (skyds to Sørum, 11 Kil.).

To the N.W. of Næs, in the *Øvre Hedal*, lies (22 Kil.) *Ildjarnstad*, with an interesting timber-built church (comp. p. 28), dating from about 1200. According to tradition the whole population of this valley died of the plague in 1349-50. When the church was afterwards discovered by a hunter, he found a bear installed by the altar, in proof of which a bear's skin is still shown. Similar traditions exist elsewhere in Norway and Denmark.

The Bægna is at first pretty broad; the navigable channel is marked by stakes and buoys. To the right and left are wooded hills. On the left is the *Bjørnbratbjerg*, on the right the precipitous *Valdershorn*, of which we obtain an imposing retrospect farther on. The steamer passes the rapids of *Valdersstrømmen* and again reaches smooth water ($1^1/_4$ hr. from Granum, $5^1/_4$ hrs. from Heen).

Sørum (*Sørum's Hotel*, fair, R. $1^3/_4$, D. 2, S. 1 kr.), 56 Kil. from Heen, is the terminus of the steamboat, water permitting.

The Road up the valley from Sørum, which has recently been improved, is somewhat monotonous. To the right, beyond the river, lies the gaard of *Hougsrud*, one of the largest in Valders (praised by Norwegians as summer-quarters). Farther on, to the left, is the ancient but modernized church of the *Nedre Hedal* at *Tolleifsrud*, where the road to the Øvre Hedal diverges to the left (see above). We now reach *Dokken i Søndre Aurdal*. To the left rises the huge rocky *Morkolle*, the base of which is skirted by the road. From the left, farther on, descends the *Muggedals-Elv*. Scenery picturesque, the mountains showing great diversity of form.

18 Kil. *Garthus* (fair quarters). To the left rises the *Tron-*

husfjeld, on the right the *Fonhusfjeld*. Beyond the gaard of *Storsveen* we cross the *Høleraa*, which descends to the Bægna in a series of pretty falls. A little farther on is the farm of *Olmhus*. We then skirt the *Svartvikfjeld*. To the right opens the basin of *Bang i Søndre Aurdal*, with its numerous farms, its church, and its parsonage, all on the left bank of the river. High up in the wood is the sanatorium of Breidablik. Just before reaching Fjeldheim the Bægna forms the beautiful *Storebrufos*, which the road crosses.

17 Kil. **Fjeldheim** (**Inn*, often crowded, R. 1½, D. 2 kr.) lies on the left bank of the Bægna. — The road now forks, the right branch leading viâ (5 Kil.) Breidablik to (14 Kil.) Sveen, the left to Frydenlund.

The **Sanatorium Breidablik** lies amid pine-woods, about 2000 ft. above the sea, and commands splendid views. Its six buildings contain more than 100 rooms (pens. 115-168 kr. per month, baths extra). Enquiries should be addressed to the 'Breidablik Fjeld-og-Skovsanatorium, Valders'. — Carr. and pair from (40 Kil.) Sørum or from (42 Kil.) Odnæs (p. 51) to Breidablik 18-24 kr. (also diligences).

The road to Frydenlund ascends on the E. side of the ravine of the Bægna. On the W. side of the valley rises the pointed *Hullekolle*, at the base of which is the old timber-built church of *Reinlid* (13th cent.), the road to which (1 hr.) diverges to the left before the Bægna is crossed. Our road is hewn out of the rock almost the whole way. Near the farm of *Jukam*, to the right, are the remains of a huge 'giant's cauldron' (p. 283). Good view to the left of the deep gorge of the Bægna. After a drive of about 1¼ hr. from Fjeldheim we reach the highest point. The road rounds a promontory and discloses a magnificent view of the snow-mountains of Jotunheim, especially of the Kalvaahøgda and the Thorfinstinder. The road then runs up and down, partly through wood, and unites with the Valders route about 2 M. from Frydenlund. Travellers coming from Frydenlund are shown the direction 'til Bang' by a sign-post at the crossing.

16 Kil. *Frydenlund* (p. 52).

b. Viâ the Randsfjord to Odnæs and thence by carriage to Lærdalsøren.

430 Kil. Railway from Christiania to *Randsfjord*, 142 Kil.: express in 4¾ hrs. (fares 7 kr. 40, 4 kr. 60 ø.); ordinary train in 6-6½ hrs. (fares 6 kr. 85, 4 kr. 20 ø.). — Steamboat (*Restaurant on board) from Randsfjord to *Odnæs*, 72 Kil., once or twice daily in 4½-5½ hrs. (fares 5 kr., 2 kr. 80 ø.). — Road from Odnæs to *Lærdalsøren*, 216 Kil., with fast stations. For the whole distance a cariole costs about 46, a stolkjærre for 2 pers. about 67½ kr. The covered carriages (with two horses) offered by the Drivers' Union (*Kjøreselskabet*) between July 10th and Sept. 10th are more comfortable. The fare from Odnæs to Lærdal for 2 pers. is 85 kr., 3 pers. 100 kr., 4 pers. 115 kr.; detour to Lake Tyin 6, 8, or 10 kr. extra; heavy baggage according to bargain; fee 4-6 kr. The journey takes 3 days. A distinct bargain should be made, both as to the fares and as to the hours of starting, halts for dining, etc.

As almost all the stations are good, the traveller may divide his journey in any way he pleases. The usual halting-places for the night are *Fager-*

næs and *Nystuen* or *Frydenlund* and *Skogstad*. After arriving at Odnæs in the evening it is possible to drive on to *Tomlevolden* in the long twilight. — Beautiful scenery almost all the way, particularly between Frydenlund and Blaaflaten (143 Kil. or 89½ M.), which will even reward the pedestrian. The detour (one day) to *Lake Tyin*, with the excursion to the *Skinegg* (p. 155), is highly recommended.

Railway from Christiania to *Randsfjord*, see R. 3.

Randsfjord Station (**Hôtel Berger; Randsfjord Hotel)* lies on the left bank of the *Rands-Elv*, at its efflux from the Randsfjord. A bridge crosses the broad river to *Hadelands Glasværk*. The pier is close to the station.

The **Randsfjord** (440 ft.), 73 Kil. long and 1-4 broad, is bounded on the E. by the fertile and populous *Hadeland*, and on the W. and N. by *Valders* and *Land*. The banks, rising gradually to a height of 2000 ft., well cultivated at places, and wooded at the top, are somewhat monotonous. Being narrow, the lake resembles a broad river. The steamer, on which dinner is served in ascending and breakfast in returning, stops in all at ten stations. The most important of these is *Røkenviken* (1¾ hr. from Randsfjord), near which is the church of *Næs*. Farther on, to the left, is the church of *Sørum*, near the station of *Bjørneroa*. To the right are the churches of *Enger* (near *Sand*), *Hov*, and *Søndre Land*. The last (½ hr. from Odnæs) lies below the point where the road from Gjøvik reaches the Randsfjord. — In 4½-5½ hrs. after leaving Randsfjord we reach —

Odnæs (550 ft.; **Hôtel Odnæs, Vaarnæs Hotel*, each about ½ M. from the pier; carriages in waiting), the terminus of the steamer journey. Travellers sleeping here should leave very early next morning in order to get the start of the stream of tourists.

The Road follows the N. bank of the Randsfjord for about 2½ M. and then ascends the valley of the *Etna-Elv*. Farther on it crosses the *Dokka*, an affluent on the right. Thriving farms and beautiful birches, but scenery rather tame.

17 Kil. **Tomlevolden** (**Hotel*, with large old wooden buildings; landlord speaks English), in the district of *Nordre Land*. — About 7 Kil. from Tomlevolden the road crosses the Etna-Elv by the *Høljerastbro*, which affords a fine view of the Etna valley, and begins to ascend the wooded *Tonsaas*, with a level plateau on the summit, which separates the valleys of the Etna and the Bægna (p. 48). A little beyond the bridge we cross the boundary between Hadeland and *Valders*. About halfway between Tomlevolden and Sveen is a modest inn, *Plads Trondhjem*.

17 Kil. (pay for 18) *Sveen* (fair station) is beautifully situated on the N.E. side of the Tonsaas. The road ascends through fine forest-scenery, affording picturesque views of wooded ravines, to (3 Kil.) ***Tonsaasen's Sanatorium**, a hydropathic and hotel (1980 ft.; pension 4½-6½ kr. per day, 115-170 kr. per month; post and telegraph station, with telephone), a favourite summer-resort, with

beautiful walks. The road to Breidablik and Fjeldheim (p. 50) diverges here to the left.

We soon reach the wooded summit of the Tonsaas, 5-6 Kil. from the Sanatorium. A few hundred paces to the left of the road is a small belvedere (2300 ft. above the sea), commanding a *View of the beautiful and partially wooded valley of Valders, with the Strandefjord running through it, and the snow-capped Jotunheim Mts., Galdebergstind, and Thorfinstinder in the background (p. 159). The road now gradually descends and soon reaches the *Bægnadal*, where it joins the Spirillen road (p. 49), about 2 M. above —

18 Kil. (pay for 23) **Frydenlund** (**Hôtel Frydenlund*, much frequented by Norwegians, English spoken, R., B., & S. each 1½ kr.), a large village beautifully situated to the left, on the slope below the new road. On the road are the Apothecary's Store and (a little farther on) the church of *Nordre Aurdal*.

About 6 Kil. to the W. of Frydenlund, on the S. bank of the *Aurdalsfjord*, into which the Aabjöraa descends in a considerable fall, lies the *Pension Hove* (70 kr. per month). Thence a path leads viâ *Sanderstølen*, a Sæter inn, to (10-11 hrs.) *Rolfshus*, in the Hallingdal (p. 44).

The road, now nearly level, runs high above the Bægna, partly through wood, and partly through cultivated land, and soon reaches the *Aurdalsfjord*, with its numerous islands, from which the Bægna issues. Another fine view is at *Onstad*. The road passes the *Pension Nordaaker* and the *District Prison*. On the other side of the broad valley is the *Aabergsbygd*, watered by the *Aabergs-Elv*, which forms the *Kvannefos*. To the right, farther on, is a fine waterfall, called *Fosbraaten*, and to the left is heard the roar of the *Faslefos*, a fall of the Bægna. We now reach the beautiful **Strandefjord** (1170 ft.), a narrow lake 12 M. long, through which the Bægna also flows.

13 Kil. **Fagernæs** *i Nordre Aurdal* (**Hôtel Fagernæs*, with telephone, R. 1½, B. or S. 1¼ kr.; **Hôtel Fagerlund*, similar charges) lies amid woods on the N. bank of the lake, at the influx of the *Næs-Elv*. This is a charming spot for some stay, and the names ('fair promontory' and 'fair grove' respectively) are appropriate. It is much frequented in summer by Norwegians and by English anglers. The road through the Østre Slidre to Lake Bygdin (p. 159) diverges to the right at the Hôtel Fagerlund. About 5 min. on this side of the cross-roads is a steep path ascending to the right to a pavilion commanding a fine view of the lake.

The Lærdal road crosses the *Næs-Elv*, with its pretty cascades, and follows the bank of the Strandefjord, passing the churches of *Strand* or *Svennæs* and (about 10 Kil. from Fagernæs) *Ulnæs*. Near Ulnæs a long bridge crosses to the opposite bank of the Strandefjord, from which, by the farm of *Stende*, a path leads to Viko in the Hallingdal (p. 44). To the W. rise the snow-mountains on the Vangsmjøsen and several of the Jotunheim peaks.

The upper part of the Strandefjord is called the *Graneimfjord*. The road gradually ascends to —

15 Kil. **Fosheim** (*Hotel*, with baths). The lake narrows to a river, the Bægna. The bridge, reached in 6 min. by the road leading to the left from the hotel, is crossed by the routes to the *Aalfjeld* (ascended in 4-5 hrs.; horse 4 kr.) and to the *Fosheim-Sæter* (2865 ft.; 1½-2 hrs. from Fosheim, comp. p. 45), a dépendance of the Fosheim Hotel, at the S. end of the *Svenskenvand*, generally full of English and other anglers.

Beyond the church of *Reen*, which lies above the road to the right and is not visible from it, the river expands into the *Slidrefjord* (1200 ft.), whose N.E. bank the road skirts. About 9 Kil. from Fosheim we reach the beautifully situated stone church of **Vestre Slidre** (1255 ft.), which commands a fine view of the lake. A narrow road diverging here to the right crosses the *Slidreaas* to *Rogne* in *Østre Slidre* (p. 158). Farther on, to the left, is *Einang's Hotel*, at *Volden*. Beyond the house of the 'Distriktslæge', or physician of the district, which stands on the road (right), a gate and private road to the right lead in 5 min. to the height crowned by the **Hôtel Ølken* (1400 ft.; 3½-4 kr. per day), a favourite summer and health resort, generally crowded in summer. The *Vinsnæs Hotel*, just beyond kilomètre-stone 90, is also apt to be over-filled. Farther on is the church of *Lomen*, known to have existed in 1325 but almost wholly modernized.

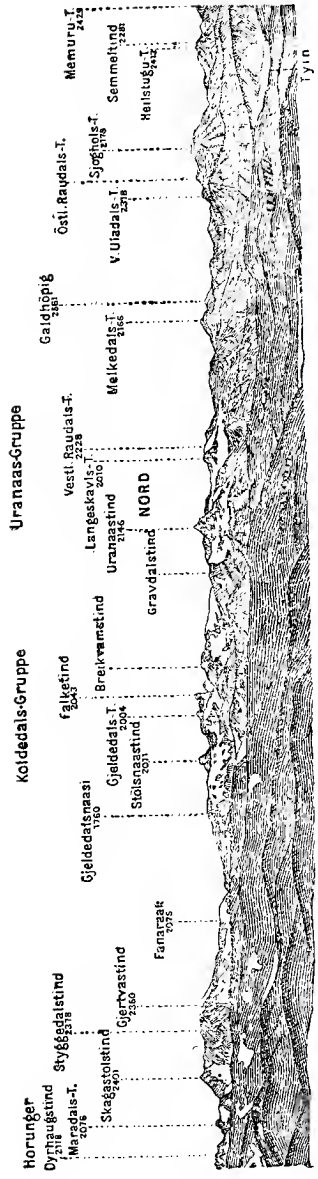
14 Kil. **Løken** (**Løken Hotel*, landlord speaks English, R. 1½, B. 1¼, D. 2 kr.) is finely situated on the Slidrefjord and commands a good view of the lake, with its numerous islands, and of the snow-clad mountains to the W. of it.

The 'Hvidhøfd ('white head'; 3360 ft.), a peak of the Slideraas, may be ascended from Vestre Slidre or Løken in 2-2½ hrs. At the top is *Heifjeld's Hotel*. The view embraces the valleys of Vestre and Østre Slidre, the Bitihorn, and the snow-mountains to the N. of Lake Bygdin and the Vinstervand. A few hundred paces farther on rises the **Kvalehøgda*, where an admirable survey of the whole of the Bygdin range, the Vangsmjøsen, and the Hallingdal mountains to the S. is enjoyed.

The road now runs mostly through wood, on the left bank of the Bægna, which about 6 Kil. beyond Løken forms a fine fall called the *Lofos*. We then cross the *Veslea* and approach the brawling Bægna more closely. A road to the right leads to the church of *Hurum*, mentioned in a document of 1327. Our road crosses the Bægna and passes the *Vangsnæs Hotel* (right). Later we cross the *Ala-Elv*, descending from the mountains to the left.

15 Kil. **Øilo** (1475 ft.; **Hôtel Vang*), situated at the foot of the *Hugakolle*, 150 paces to the left of the road, is a resort of artists. Those who make a stop here may visit the *Sputrefos*, viâ the gaards of Rogn and Dahl (there and back 2½ hrs.).

The road here reaches the ***Vangsmjøsen** (1535 ft.), a splendid mountain-lake, 19 Kil. long, and follows its S. bank. It is largely hewn in the rock, especially beyond the promontory and along the steep face of the *Kvamsklev*. In spring and autumn the road is



sometimes endangered by falling rocks. At the worst point it is protected by a roof. Grand survey of the lake. On the right rises the *Vednisfjeld*, on the left the *Grindefjeld* (see below), and opposite us the *Skjoldfjeld*. To the N. is the *Drøsjafos*. A little farther on, to the right of the road, is the *Church of Vang*, which replaces the old *Stavekirke* ('timber church'), purchased by Frederick William IV. of Prussia in 1844 for 320 kr. and removed to the Giant Mts. in Silesia. A stone in front of the church bears the Runic inscription: '*Kosa sunir ristu stin thissi aftir Kunar bruthur sun*' ('the sons of Gosa erected this stone to the memory of Gunar, their brother's son').

10 Kil. **Grindaheim** (**Hôtel Fagerlid;* **Vang Hotel;* English spoken at both) is beautifully situated on the Vangsmjøsen, just beyond the church. To the S. rises the huge *Grindefjeld* (5620 ft.; ascent in about 4 hrs.).

From Grindaheim to the *Hallingdal*, see p. 45.

The road continues to skirt the lake. Opposite rises the imposing N. bank of the lake, on which tower the conspicuous *Skodshorn* (5310 ft.), of which a phenomenon similar to that seen on the Lysefjord (p. 91) is recorded, and the *Skyrifjeld* (5115 ft.). About 12 Kil. from Grindaheim, near the W. end of the lake, into which the Bægna plunges in a picturesque fall, lies the church of *Øye*. The road crosses the stream and ascends to the small *Strandefjord* (1675 ft.). At the end of this lake is a high but inconsiderable waterfall. The ascent becomes steeper and the scenery wilder. A few farms are now seen

on the sunny (N.) side of the valley only. The rough old road follows the S. side of the valley. The new road crosses the Bægna and reaches —

17 Kil. **Skogstad** (1885 ft.; **Inn*, English spoken).

The new road passes the farms of *Opdal*, at the entrance to the *Horndal*, which ascends hence to the *Horntind* (4775 ft.). It then gradually ascends along the N. slope, and after 3 Kil. recrosses to the right bank of the Bægna, which forms several falls. A high but not voluminous fall also descends from the *Raubergskamp* (4130 ft.), to the right.

Beyond kilomètre-stone 140 the road once more crosses the Bægna, and then, at a cottage, forks, the right branch leading to *Lake Tyin* (p. 155), and the left to Lærdal. To the right, as we follow the latter, is the *Stølsnæsi*. To the left lies the small *Utrovand*, above the S. foot-hills of which rises the summit of the *Borrenæsi* (4140 ft.). To the right is the Stugunøse.

11 Kil. (pay for 17) **Nystuen** (3250 ft.; **Knut Nystuen's Hotel*, R. 1 kr. 50 ø., B. or S. 1¼ kr.; English spoken), originally a Fjeldstue, or hospice, built by government, situated on the barren *Fillefjeld*, at the S. base of the steep *Stugunøse* (4825 ft.) and above the N. bank of the Utrovand.

The Ascent of the *Stugunøse (4825 ft.) takes about 2 hrs. from Nystuen (4 hrs. there and back) and should be made by those who renounce the Skinegg. The general direction can hardly be mistaken, but the construction of a proper path is much to be desired. We bend to the right from the road, about 5 min. to the W. of the hotel, and farther on (no path) ascend along the E. side of the brook. At the top we turn to the right. The summit commands a splendid survey of the Jotunheim range, of which the annexed sketch, after E. Mohn's Panorama published by Beyer of Bergen (2½ kr.), will convey an idea. Farther to the left, above the lower hills, several peaks of the Horunger are also visible, particularly the Austabottind with its glacier. Farther to the right, beyond the Skinegg, are seen the snow-mountains to the N. of Lakes Gjende and Bygdin, the latter finely grouped, from the Sletmarkpig to the Thorfinstinder and the Kalvaahøgda.

An interesting but fatiguing excursion of 6-8 hrs. may be made to the fjeld to the S. of Nystuen to see the reindeer, which are brought here by the Lapps in summer for pasture to the number of about 2000. We row across the Utrovand and follow a rough path to (1¾ hr.) the 'Gamme' or Lapp hut. We then make our way, with guide, to the ravine on the N.E. side of the Suletind, and through this till we come in sight of the other side of the valley. Hundreds of reindeer may be seen on the snowfields here about midday; they are half-wild and take flight on any attempt to approach them. Comp. p. 245. [At times the herd is much nearer the road; enquiry may be made at Nystuen or Maristuen.] — On the way back we enjoy a fine view of the Jotunheim, similar to that from the Stugunøse.

Beyond Nystuen the road reaches its highest point (3294 ft.), on the watershed between E. and W. Norway. About 2 Kil. from Nystuen, on this side of the *Kirkestøl-Sæter*, the old road diverges to the left, skirting the imposing *Suletind* (5805 ft.), and rejoins the new road near Maristuen (2-2½ hrs., but hardly advisable on account of the marshy ground). Beyond kilomètre-stone 150 the

new road passes a column which marks the boundary between the Stifts of *Hamar* and *Bergen*. The road then skirts the *Fillefjeldsvand* or *Upper Smeddalsvand* and the *Lower Smeddalsvand* (3085 ft.), with the *Sadel-Fjeld* rising opposite, ascends rapidly to the *Bruse-Sæter* (3240 ft.), and descends thence, high above the foaming *Læra*.

17 Kil. (pay for 22 in the reverse direction) **Maristuen** (2635 ft.; **Knut Maristuen's Hotel*, sometimes crowded, R. 1½-2, B. 1½, S. 1½ kr.), the second 'Fjeldstue' on the Fillefjeld, originally founded as an ecclesiastical hospice in 1300.

Below Maristuen the more luxuriant vegetation (birches, aspens) testifies to the milder climate of the W. slope. The road crosses the stream issuing from the *Oddedal* and passes kilomètre-stone 50 (counted from Lærdalsøren). It then descends very rapidly and crosses to the right bank of the Læra by the *Haanungbro*. At *Børlaug*, about 4 Kil. above Hæg, the Hallingdal route, crossing the river by a bridge, joins our route on the left (p. 45).

13 Kil. (pay for 17) **Hæg** (1480 ft.; *Hotel*, well spoken of).

Beyond the farm of *Kvamme* the road again bends to the S.W. and is nearly level, traversing the former bed of a lake, the S. enclosure of which was the Vindhelle (p. 57). Numerous gaards. About 9 Kil. from Hæg and 4 Kil. from Husum the road reaches **Kirkevold's Hôtel Borgund* (R., B., & S. 1 kr. each, D. 1 kr. 80 ø., pens. 4 kr.) and the small, age-blackened —

***Church of Borgund** (key at the inn; 1-2 pers. 40, each pers. more 20 ø.), the best-preserved '*Stavekirke*' in Norway, perhaps dating from 1150 or earlier, though first mentioned in a document of 1360. It has been carefully restored by the Norwegian Society of Antiquaries, whose property it is, and shows the original character of this kind of church with great accuracy. The ornamentation, especially on the lofty portals, belongs to the best of its kind. The interior consists of a nave and aisles, with twelve columns, adjoined by an aisleless choir with a semicircular apse (this last, perhaps, not a part of the original church). When the doors are shut, the interior is in almost total darkness, light being admitted only by tiny openings in the walls. The use of window-glass was unknown in Norway at the time of its construction, and the service probably consisted solely of the mass, chanted in the candle-lighted choir, while the congregation knelt devoutly in the dark nave. No 'Stave-kirker' were built after the Reformation. On the W. portal are the Runic inscriptions: — '*Thorir raist runar thissar thau Olau misso*' (Thorer wrote these lines on St. Olaf's fair), and '*Thittai kirkia a kirkiuvelli*' (This church in the church-ground). The form of these runes affords a clue to the probable date of the building. — The *Belfry* ('Støpel'), standing between the old church and the large new one erected on the same model, is old but was restored about 1660.

A few hundred yards beyond the two churches the road enters the picturesque ravine of the *Svartegjel*, which the Læra has formed

in forcing its passage through the huge rocky barrier of the *Vindhelle*. The grandest point is the *Svartegjelfos*, close to the entrance. Farther on, to the left, at the mouth of the *Dylma*, lies *Nesdalen*. The gorge then again contracts to the *Grimsøigjel*.

After seeing the waterfall in the Svartegjel, walkers may return to the Hôtel Borgund and ascend behind it, between the houses and the barns, to the OLD ROAD, recognisable by the telegraph-poles. By ascending this to the left, we obtain a good view of the churches from above. Beyond the ridge the road descends in rapid zigzags, affording views of the Lærdal. From the Hôtel Borgund to Husum by this route is a walk of ½ hr.

13 Kil. **Husum** (1070 ft.; **Hotel*, D. 2 kr., landlord speaks English). The Læra here forms the small cascade of *Holgruten*, a good point for anglers.

The road soon enters another grand ravine, crossing the boisterous river by the *Nedre Kvammebro* and skirting the overhanging rocks close to its left bank. To the N. of the gorge, at the base of the precipice along which the old road ran, is the gaard of *Galderne*. The water-worn rocks show distinctly how much higher the bed of the river must once have been. At one point the old bed of the stream has been utilised for the passage of the road, for which part of a 'giant's cauldron' (p. 283) has been hewn away. Farther on, to the right, is the picturesque *Store Soknefos*.

As soon as the ravine expands, we come in sight of *Gaard Sæltun*, situated on a huge mass of débris (*'skred'*). The road crosses the river and follows its right bank. It then intersects the deposits of the *Jutul-Elv* (fall to the right) and traverses a broader part of the valley, from which the *Opdal*, closed by the snow-clad *Aaken* or *Okken* (5685 ft.; grand view; guide in Husum), diverges to the S.E. Several old moraines are passed.

15 Kil. *Blaaflaten* (hotel) lies a little to the left of the road. Behind is the small *Bøfos*. The valley is still enclosed by lofty mountains, on which the ancient coast-terraces are noticeable (comp. p. xxxiii), rising in steps and forming straight horizontal lines The road crosses the river by the *Voldsbro* and passes the church of *Tønjum*. By the farms of *Æri*, where the valley suddenly trends towards the N., we have a particularly good view of the above mentioned terraces. Looking back, we obtain another view of the Aaken, with its peculiar crest. Lastly the valley turns towards the W. On the right, near *Øie*, is the fine *Stønjumsfos*, which descends in two falls from the *Veta-Aas* and *Høgan-Aas*.

11 Kil. **Lærdalsøren,** see p. 136.

c. Viâ Lake Mjøsen to Gjøvik, and thence by road to Odnæs and Lærdalsøren.

383 Kil. (to Odnæs 167 Kil.). — From Christiania to *Eidsvold*, 68 Kil., RAILWAY in 1¾-2½ hrs. (fares 4 kr. 40, 3 kr. 40, 2 kr. 10 ø.; express, 5 kr. 80, 4 kr. 10, 2 kr. 70 ø.). The use of the railway is of little importance, unless we mean to stay at Eidsvold; and equally little is gained by going on by railway to Hamar. — From Eidsvold to *Gjøvik*, 65 Kil., STEAMER

in 4¾ hrs. (fare 3 kr. 50, 2 kr. 40 ø.; through-fare from Christiania 7 kr. 90, 6 kr. 90, 5 kr. 60 ø., by express 9 kr. 30, 7 kr. 60, 6 kr. 20 ø.). — From Gjøvik to *Odnæs*, 34 Kil., Road with 'fast' skyds-stations. Carriage and pair of the Drivers' Union (*Kjøreselskabet;* p. 50) for 2 pers. 12, 3 pers. 15, 4 pers. 18 kr., and fee; heavy luggage by arrangement; ordering in advance advisable. — From Odnæs to *Lærdalsøren*, see p. 51.

A direct railway from Christiania to *Gjøvik* viâ *Røkenviken* (see p. 51) and *Thoten* is in progress; the first section will probably be opened in 1900.

From Christiania to *Eidsvold* (and continuation of the railway thence to *Hamar*), see p. 59. The pier is close to the rail. station.

The Steamer (*Restaurant on board, D. 2 kr.) ascends the clear *Vormen*, the outlet of Lake Mjøsen, flowing towards the Glommen. On both banks are huge terraces of detritus, the deposits of vanished glaciers. — At *Minne* (p. 60) the steamer reaches the lake.

Lake Mjøsen (397 ft.), the largest lake in Norway, which has been called 'Norway's inland sea', is 100 Kil. (62 M.) long, 15 Kil. (9½ M.) in width at its broadest part, and 1480 ft. deep near the S. end. It extends between the districts of *Gudbrandsdalen* and *Hedemarken* to the N. and E., and those of *Thoten* and *Øvre Romerike* to the W. and S. The banks present an almost unbroken succession of fields, woods, and pastures, studded with farm-houses and hamlets; but the constant re-appearance of the same picture will perhaps seem monotonous. The *Hunner-Ørret* is an esteemed kind of trout peculiar to Lake Mjøsen.

The first stations are *Bjørnstad* and *Stigersand* on the W. bank, at the foot of the *Skreidfjeld* (2300 ft.). As a rule the hills enclosing the lake are of moderate height. Opposite Stigersand is the deep bay of Tangen (p. 60). On the W. bank also lies *Trogstad-Panengen*. The vessel now steers to the N. across the lake, which here attains its greatest breadth, past the fertile *Helgeø* ('holy island'), into a broad bay on the E. bank. About 3 hrs. after leaving Eidsvold we reach *Hamar* (p. 60).

The steamer next touches at the church of *Næs*, opposite the church of *Helgeø*, to the N.; then, on the W. bank, at *Smørvik*, and (1¾ hr. from Hamar) at —

Gjøvik (**Victoria*, with garden, baths, and view; **Gjøvik's Hotel*, near the pier), the capital of Thoten Fogderi, with 1400 inhab., situated at the mouth of the *Hunns-Elv*. Fine view of the lake and the Helgeø from *Hunn* (686 ft.), ¾ M. to the W. of Gjøvik, on the skyds-road to Vingnæs (and Lillebammer, p. 60), which intersects the Odnæs road in the middle of the village.

Farther to the N. the lake gradually contracts. The steamer calls at *Heggenhaugen*, *Ringsaker* (with an old church containing an early-Flemish altar-piece), *Birid* (with a glass-foundry), and *Frengstuen*, and about 2¼ hrs. from Gjøvik reaches *Lillehammer* (p. 60). On the peninsula of *Stensholm*, near Ringsaker, the remains of a large square castle of the 13th cent. have been discovered.

The Odnæs Road, passing some factories, follows the Hunns-Elv and soon ascends pretty rapidly. It then deserts the main valley and follows that of the *By-Elv*. The drive to Mustad takes fully 2 hrs.

12 Kil. *Mustad* (1510 ft.; good station). The road traverses a nearly level and well-wooded plateau, passing *Stangstuen* and *Lien*.

12 Kil. *Granum* (1342 ft.; good quarters), situated a little to the right of the road. We then descend to the basin of the Randsfjord (p. 51), enjoying a fine view of its upper end. About halfway between Granum and Odnæs a direct road to (140 Kil.) Christiania diverges to the S. (left).

10 Kil. *Odnæs*, see p. 51.

From Odnæs to *Lærdalsøren*, see p. 51.

9. From Christiania through the Gudbrandsdal to Stryn on the Nordfjord, Marok on the Geiranger Fjord, or Næs on the Romsdals Fjord.

The distance from Christiania to *Visnæs (Stryn)*, on the Nordfjord, is 487 Kil.; to *Marok*, on the Geiranger Fjord, 465 Kil.; to *Næs*, on the Romsdals Fjord, 459 Kil. Each of the three routes takes 4 days, and in each the last day's journey is the finest. The Romsdal route is the most popular.

a. Railway from Christiania viâ Hamar to Otta in the Gudbrandsdal.

297 Kil. Express (to Lillehammer, thence ordinary train) in 8¾ hrs. (fares 25 kr. 20, 17 kr. 80, 11 kr. 90 ø.); ordinary train in 13½ hrs. (fares 19 kr. 30, 14 kr. 80, 8 kr. 70 ø.).

Christiania, see p. 9. As the train leaves the station, we obtain a fine view of Christiania and the fjord to the left, and of the Egeberg and the suburb of Oslo to the right. 4 Kil. *Bryn* (260 ft.); 11 Kil. *Grorud* (420 ft.); 18 Kil. *Strømmen* (485 ft.). The train crosses the *Nit-Elv*, the N.W. feeder of the Øieren.

21 Kil. *Lillestrømmen* (355 ft.; Rail. Restaurant), junction for Kongsvinger and Stockholm (see p. 77). The railway from this point to Eidsvold, constructed in 1851, is the oldest in Norway. Scenery unattractive; but at *Frogner* (405 ft.) and *Kløften* (545 ft.) we get a glimpse of blue mountains to the W. Beyond *Trøgstad* (666 ft.) a gravelly region, scantily wooded. At *Dal*, with its pretty villas, the scenery improves. Two tunnels.

68 Kil. **Eidsvold** (410 ft.; *Rail. Restaurant; *Jernbane Hotel*, at the station), on the right bank of the broad and clear *Vormen*, the discharge of Lake Mjøsen, which at Næs (p. 77) unites with the Glommen. Near the station is the *Eidsvoldbad*. By the church is a '*Bautasten*' in memory of *Henrik Wergeland* (d. 1845), the poet, and the discoverer of the spring. In the former farm-house of *Eidsvoldsværk*, about 5 Kil. to the S.W., the Norwegian constitution ('Norges Riges Grundlov'; comp. p. lxxvi) was adopted in 1814. The building has been purchased by government and embellished with portraits of members of the first diet.

STEAMER from Eidsvold to *Hamar*, *Gjøvik*, and *Lillehammer* (7¼ hrs.; fares 5 kr. 60, 3 kr. 70 ø.), see p. 58. Those who prefer this route have to sleep at Lillehammer before continuing their journey by the Gudbrandsdal Railway.

Beyond Eidsvold the railway follows the right (W.) bank of the Vormen. 75 Kil. *Minne* (465 ft.). Near its efflux from the *Minnesund* it crosses the river by an iron bridge, 65 ft. high and 1180 ft. long, and then skirts the E. bank of *Lake Mjøsen*, on the opposite bank of which rises the Skreidfjeld (p. 58).

84 Kil. *Ulvin* (420 ft.). Fine view of the *Bay of Feiring*, opposite. The train enters *Hedemarkens Amt.* 97 Kil. *Espen* (425 ft.), on the picturesque bay of *Korsødegaard.* 102 Kil. *Tangen* (540 ft.), with the church of that name. The train ascends through a solitary wooded region, past the small station of *Stensrud*, to (114 Kil.) *Stange* (730 ft.), and then descends through a fertile district. 119 Kil. *Ottestad* (620 ft.), on the pretty *Akersvik*, which the train crosses by an embankment, while the road, to the W. of it, crosses by a wooden bridge.

126 Kil. **Hamar** (415 ft.; **Rail. Restaurant;* toilet-room; halt of some duration; **Grand Hôtel*, with view, R. 2½ kr., B. 1 kr. 20, S. 1 kr. 40 ø.; *Victoria*), a town with 5000 inhab., seat of the Amtmand or governor of the district, and of a bishop, is charmingly situated between two bays, the *Furnæsfjord* to the N. and the *Akersvik* to the E. The latter is crossed by a long bridge. Hamar ('hill', 'headland') dates from 1152, when a bishopric was founded here by the papal nuncio Nicholas Breakspeare, an Englishman, afterwards Pope Adrian IV. From that period probably date the ruins of the *Cathedral* (1 M. to the N.W.), once a handsome edifice, of which four round arches of the nave alone are left. The old town was destroyed by the Swedes in 1567. The modern town, which dates as a municipality from 1848 only, has thriven greatly since the opening of the railway to Trondhjem (p. 72).

We now change carriages and proceed by the narrow-gauge GUDBRANDSDAL RAILWAY, which cuts its way through the rocks, skirting the *Furnæsfjord*, a large N. bay of Lake Mjøsen. Best views to the left.

133 Kil. *Jesnes;* 140 Kil. *Brumunddalen*, a flourishing industrial village; 144 Kil. *Veldre*, near the N. end of the fjord, with a pretty view; 153 Kil. *Tande*, above Ringsaker (p. 58). The train now threads a tunnel and descends to (156 Kil.) *Moelven*, again approaching the long and narrow N. extension of Lake Mjøsen. 160 Kil. *Ring;* 168 Kil. *Brøttum;* 175 Kil. *Bergseng.*

184 Kil. **Lillehammer.** — *INGBERG'S HOTEL, near the station and the pier of the Lake Mjøsen steamer (p. 58), with view, R. 1 kr. 40 ø., B. 80 ø.-1 kr.; *VICTORIA HOTEL, prettily situated in the N. part of the town, some distance from the rail. station, R. 1½, D. 1½, S. 1¼ kr.; ORMSRUD'S HOTEL, somewhat farther off; JOHANSEN. — The hotels send omnibuses to meet the trains and steamers.

Shops. *F. Frisenberg*, E. side of main street, sells silver trinkets, etc., at moderate prices; carved meerschaum-pipes at *G. Larsen's*, opposite side.

Lillehammer (585 ft. above the sea, 180 ft. above Lake Mjøsen), with 1800 inhab., several saw-mills, a cottou-mill, and so on, stretches for more than a mile along the road to the Gudbrandsdal. The town is old, but has enjoyed municipal privileges since 1827 only. It is called Lillehammer ('little hill') to distinguish it from Hamar (p. 60).

The railway-station and the church lie at the S. end of the town. A few yards from the former, on the way to the town, to the right, are the house and garden of *Herr Sandvik*, in which some old houses from the Gudbrandsdal, a chapel, a 'røgstue' (p. 18), and two 'ramloftstuer' have been erected (also museum; adm. 50 ø.).

The brawling *Mesna* flows from the E. through the town and divides it into a N. and a S. half. It forms several pretty falls $1^1/_2$ M. to the E., the finest being in the **Helvedeshøl*, or 'hell cauldron', near which is a *Bath House* (ascend side-street on S. side of the Mesna bridge, with the notice-board 'Til Mesna Bad'; about 1 hr.). — Pleasant walk of $^1/_2$ hr. from the rail. station to the S. to a bench on the roadside, commanding a fine view of the narrow lake.

Opposite Lillehammer, on the W. shore of the lake (ferry from the pier), lies the gaard of *Vingnæs*, whence a road with 'fast' skyds-stations leads to Gjøvik (p. 58).

At Lillehammer begins the **Gudbrandsdal,** which is watered by the *Laagen* or *Lougen* (p. xxx). The name extends, as in other districts, not only to the main valley, but also to all its ramifications. The inhabitants (*Gudbrandsdøler;* about 50,000) are a well-to-do and high-spirited race, among whom curious old customs still survive. According to Norwegian ideas the valley is well cultivated, but the arable land has been laboriously reclaimed by the removal of great quantities of stones, which are often seen in heaps on the roadside. The syllables *rud*, *rod*, or *ryd*, with which Norwegian names so often end, refer to the 'uprooting' of trees and removal of stones. The chief occupation of the natives is cattle-breeding. In summer many of them migrate with their herds to the sæters. The scenery is pleasing at places, but on the whole the valley is somewhat sombre.

The Railway skirts the E. side of Lillehammer and crosses the Mesna (to the right, the above-mentioned falls). The Gausdal soon opens to the left.

192 Kil. *Faaberg;* the church of that name is on the right bank of the Laagen, which is here crossed by a bridge.

From Faaberg a road, with fast skyds-stations, ascends the **Gausdal** to the N.W.; 20 Kil. *Veisten;* 11 Kil. *Moen;* 17 Kil. *Kvisberg.*

The line ascends the left bank of the Laagen, which flows through a ravine. — 197 Kil. *Hunder*, near the gaard *Fossegaarden* (620 ft.). The Laagen here forms a fall called the *Hunnerfos* (seen from the train), where Hunner-Ørreter, or lake-trout (p. 58), are caught.

We cross the Laagen and skirt the steep *Hoknafjeld* (2405 ft.).— 203 Kil. *Øier*, the church of which stands on the other bank.

214 Kil. **Tretten** *(Hôt. Losnaos)*, at the S. extremity of *Lake Losna* (640 ft.), an extension of the Laagen abounding in fish. The church of Tretten lies on the left bank, reached by a bridge. In the distance rise the snow-clad Róndane (p. 74).

From Tretten a new road (17 Kil.; omnibus in 2½-3 hrs., fare 4 kr.) ascends to the **Høifjelds Sanatorium**, in the *Gausdal* (about 2400 ft.; room 20-70, double room 70-120, board 80 kr. per month; open 15th June to 1st Sept.). Pleasant walks. The *Skeidkamp* (3775 ft.; 1-1½ hr.) and *Præstekamp* (4200 ft.; 2 hrs.) are very fine points of view.

The railway follows the W. bank of Lake Losna, skirting the *Kiliknappen* (3550 ft.) and other precipitous heights. — 224 Kil. *Losna*. On the opposite bank lies the church of *Fodvang*. The valley contracts. — 232 Kil. *Myre*. On the opposite bank stands the old church of *Ringebu*, mentioned in 1270, but transformed into a cruciform church and provided with a spire in the 17th century. We penetrate the *Ranklev* by a tunnel and cross the Laagen by the *Vaalebro*. — 243 Kil. *Ringebu*, near the gaard of *Skjæggestad*.

From Skjæggestad a lonely path leads to (1 day) *Solliden* and thence either to the **Atnevand* and by *Foldal* to *Jerkin* on the Dovrefjeld (p. 70); or down the valley of the *Atne-Elv* to *Atna* (p. 74).

The valley becomes marshy. The train runs on embankments along the left bank of the river, skirting the base of the *Kjønnaas* and crossing the *Frya*. — 252 Kil. *Hundorp*. The gaard *Huntorpe* was once the seat of *Dale Gudbrand*, the powerful heathen opponent of St. Olaf. Beyond it is the gaard *Hove*, formerly a heathen place of sacrifice. Near it are several barrows ('Kæmpehouge').

From Hundorp a road (right bank) ascends the valley of the *Fossaa* to the *Fagerhøi Sanatorium* (carr. in 4½ hrs.).

Farther on we pass the church of *Søndre Frōn*. The railway approaches the Laagen, which soon becomes a mountain-torrent, and forms a considerable fall near (260 Kil.) *Harpefossen*.

From the rail. station a road leads over the 'Harpebro' and through the *Skordal* to the (12 Kil.) *Golaa Sanatorium*.

Farther on we skirt the foaming, rock-barred river. To the E. we see the *Solbraakampen*. Beyond the church of *Sætorp* or *Nordre Fron* we reach —

268 Kil. **Vinstra** (*Hot. Vinstra*, with skyds-station), opposite the junction of the Vinstra and the Laagen. A road ascends on the left bank of the Laagen (bridge) to (1 Kil.) the **Furuheim Hotel* (pens. 80-100 kr. a month; baths; carr. to meet express-trains).

From Vinstra viâ Kvikne to Gjendesheim, 1½-2 days: road, with fast stations, as far as (30 Kil.; ca. 5 hrs.) the Kampesæter, and bridle-path the rest of the way (11-12 hrs.). — From Furuheim (836 ft.; see above), whence a road leads to the left to the *Fæfor Sanatorium*, the road ascends the Vinstradal. The Vinstra flows to the left in a deep gorge, into which the *Golaa* plunges in a lofty fall. We proceed between the (l.) *Fæforkampen* (4250 ft.) and the (r.) *Kongslikampen*, passing several gaards.

12 Kil. *Vigstad*. We then ascend by the church of *Kvikne* and the gaards of *Harildstad* and *Ungstad* to *Masingen*, where we bend sharply to

the S. At *Aasen* a road to the *Breistølen* diverges to the right. The gaard of *Skadbu* or *Skaabu* and several others are passed.

18 Kil. *Kampesæter* (3050 ft.), the last 'fast' skyds-station, where horses (to the Sikkildals-Sæter 8 kr.) and guide are procured. To the S. is seen the lake of *Olstappen* (1½ M.).

We now follow the well-marked 'Sikkildalsvei', which affords views of the Jotunheim Mts., and leads over the *Skalfjeld* and the streams *Muru Lonev* and *Murua*, to the (4-5 hrs.) —

Aakre-Sæter (3130 ft.; good quarters), situated at the W. base of the *Aakrekampen*, a little to the N. of the *Aakrevand*. — Farther on the route runs to the S. of the Aakrekampen, crossing several brooks, to the (1½-2 hrs.) —

Sikkildals-Sætre (good quarters), where we obtain horses for Gjendesheim (6 kr.) and rowers for the crossing of the two *Sikkildalsvande* (1½-2 kr.). If the wind is strong, however, we walk along the N. bank of the first and smaller lake, cross the 'Eid' between the lakes, and follow the S. bank of the larger lake, keeping up as high as possible, to avoid the marshes. To the right is the *Sikkildalshorn*, to the left the *Gaapaapigge*. We then cross the ridge (fine view of the mountains and glaciers of the Jotunheim), descend into the *Sjodal*, cross the *Sjoa* by a new bridge, and reach (4 hrs.) *Gjendesheim* (p. 162).

The scenery becomes wilder and grander. The valley turns to the N., and then to the W. To the left, about ½ M. on this side of Klevstad, is a monument to Capt. Sinclair (see below).

278 Kil. *Kvam* (870 ft.), with a church. A poor district, with stunted pines and birches; fields irrigated by cuttings; cottages ('Stuer') roofed with turf. The large slabs of slate often seen in this district are chiefly used for the drying of malt.

287 Kil. *Sjoa*, opposite the mouth of the stream of that name.

The ROAD TO THE SJOADAL ascends to the church of *Hedalen* and (20 Kil. from Sjoa) **Bjølstad**, an interesting old gaard, the owner of which claims to be of royal descent. The main building dates from the beginning of the 19th cent., the others from the 17-18th centuries. — The road goes on to (24 Kil.) *Sørum* (p. 64).

The train recrosses the Laagen by a long bridge, and henceforth follows the right bank. It crosses the green and copious *Otta-Elv* near its mouth and reaches the terminus at —

297 Kil. **Otta** (*Grand Hotel*, new; **Blekestad's Hotel*, D. 1½ kr.; *Skyds-Station*, kept by Loftsgaard; Engl. Ch. Serv. in summer), situated between the Laagen and the Otta-Elv. A bridge crosses the Laagen to the Gudbrandsdal road, on which, a little lower down, is the steep hill of *Kringlen*. On 26th August, 1612, when Col. Ramsay and Capt. Sinclair with 900 Scottish auxiliaries, who had landed a few days before at the Klungenæs on the Romsdalsfjord, were trying to force their way through Norway to join the Swedes, then at war with the Norwegians, they were intercepted by an ambush of 300 Norwegian peasants at this spot. The natives had felled trees and collected huge piles of stones on the hill above the road, which they hurled down on the invaders. Most of the Scots were thus destroyed, and almost all the survivors were put to the sword. [See p. lxxii; also Thomas Michell's 'History of the Scottish Expedition to Norway in 1612' (London, T. Nelson & Sons), and Laing's 'Norway'.] A tablet on the rock to the left, with the inscription '*Erindring om Bøndernes Tapperhed*' commemorates the 'peasants' bravery'.

b. Road from Otta viâ Grotlid to Stryn, on the Nordfjord, and to Marok, on the Geiranger Fjord.

190 Kil. (to Stryn) or 168 Kil. (to Marok), taking 2½-3 days (cariole or stolkjærre for 1 pers. ca. 34 kr., 2 pers. ca. 50½ kr., two-horse 'kalesch-vogn' for 2 pers. 80, 3 pers. 100, 4 pers. 120 kr.).

The road slowly ascends the Otta to the top of the fjeld and runs level for some way, the scenery here being by no means striking. Beyond Grotlid, however, whence the road to *Stryn* runs to the S.W. and that to *Marok* to the N.W., a vast improvement takes place. The roads from Grotlid to Marok and Stryn belong to the W. coast of Norway and are therefore described in R. 26. Travellers coming from the E. should, on the whole, choose the Stryn route.

Good Night-Quarters at *Sørum*, *Lindsheim*, *Polfossen*, and *Grotlid;* at *Skaare* and *Iljelle* (Stryn road); and at the *Djupvas Hut* (Geiranger route).

The road ascends the wooded and monotonous *Ottadal*, following the foaming river.

17 Kil. *Brovik.* The road from Bjølstad i Hedal (p. 63) joins ours, coming across a bridge on the left.

We pass the old farms of *Tolfstad*, *Bjørnstad*, and *Snerle* (plain quarters). The valley expands, and the snow-capped Lomsegg (p. 152) becomes visible in the distance. Near Sørum our route is joined by the road coming from Laurgaard (p. 67) viâ *Nordre Snerle* (21 Kil.).

12 Kil. **Sørum** (*Station*, fair), about ¾ M. from the old church of *Vaage*, first mentioned in 1270 and expanded, partly with the use of the old materials, into a cruciform church in the 17th century. The old ornamentation points to the beginning of the 12th cent. as the date of the original building.

The road now follows the S. bank of a lake 36 Kil. long, called the *Vaagevand* (1135 ft.) in its E. and the *Ottavand* in its W. half. Beyond the gaard of *Volden*, about 12 Kil. from Sørum, a road diverges to the left to Jotunheim.

From Sørum we may drive by cariole in about 9 hrs. by the (18 Kil.) *Storviksæter*, past the *Lemundsjø*, and by the large group of sæters called (11 Kil.) *Randsværk* (2300 ft.; quarters) to the (18 Kil.) **Hindsæter** (3150 ft.; quarters). Then walk, chiefly following the Sjoa, in 1 hr. to the *Russlien Sætre* (p. 163), and thence to Gjendesheim in 4 hrs. more.

A little farther on, beyond the gaard *Storvik* (tolerable quarters), we pass the mouth of the *Tesse-Elv*, which descends from the *Tessevand* (3020 ft.), and forms several fine cascades. (The lowest fall may be visited in ½ hr.; the highest, the *Oxefos*, in 1½-2 hrs.) Opposite, on the N. bank of the lake, rises the *Skardhø* (5340 ft.).

20 Kil. *Gardmo* or *Garmo* (indifferent quarters). Farther on, the *Lomsklev* conceals part of the lake, which now takes the name of *Ottavand*.

Facing us rises the huge *Lomsegg* (p. 152), at the foot of which the *Bævra*, descending from the snow-mountains of Jotunheim, falls into the lake. The road crosses the stream, which forms a fall by the bridge and carries its deposits far into the lake. Just beyond

the bridge, on an old moraine, is the ***Church of Lom** (1290 ft.), an old 'Stavekirke' (p. 28), known to have existed in 1270 and afterwards transformed into a cruciform structure, when the W. side was lengthened and the lofty spire built. The apse is old and has the usual round tower. The interior, with its nave and aisles, supported by 26 flat-hewn columns, has lost its original character through the introduction of a new ceiling. A silken flag with a hand holding a sickle is said to commemorate the introduction of irrigation into this district, where rain is scarce. By the Præstegaard is an old 'Stabbur'. — Beyond the church the road forks. The branch to the left ascends the Bæverdal to *Røjshjem* (15 Kil.; p. 151). On this road, about 1 Kil. from the fork, lies the station of —

15 Kil. **Andvord** or *Anvord* (tolerable quarters). — Our road continues to follow the S. bank of the Ottavand. On the right, beyond the lake, we observe the *Loms-Horúng* (5660 ft.). The country here is tolerably well peopled. The fields of rye and barley, which have been the regular crops here from time immemorial, are frequently irrigated by means of large shovels ('skyldrek').

11 Kil. **Aanstad** *(*Hotel)*, near the church of *Skeaker*, which lies a little to the right of the road.

Beyond the *Præstegaard* the road crosses by an old bridge to the left bank. Farther on it traverses thick deposits of sand, the remains of old moraines. On the right we pass the confluence of the *Aur-Elv*, descending from the *Aursjø*, with the bluish-green *Otta-Elv*. On the left soon opens the *Lunderdal*, with its immense moraines, bounded on the S. by the glacier-clad *Hestbrægigge* (p. 152), by the *Holatinder* in the background, and on the N. by the *Grotaafjeld* (6380 ft.), the *Tværfjeld* (6365 ft.), and the *Svaahø* (6135 ft.). Farther on we recross the Otta-Elv by a bridge in the old Norwegian style. The distant snow-peak ahead of us is the Skridulaupen (p. 67).

10 Kil. *Flekhøi* (fair station), to the left of the road. About 2 Kil. farther on is the former station of ***Lindsheim** (*Lars*, the landlord, is well informed, and also acts as a guide; private skyds).

From Lindsheim to the Sognefjord. A road, turning to the left beyond the Nordbjergs-Kirke (p. 66) and ascending the *Brotedal*, leads viâ *Aamot* to (17 Kil.) **Mork** (2190 ft.), and thence, passing the (3/4 hr.) *Dyringen Sæter*, to (7-8 Kil.) the lower end of the Liavand. A footpath, leaving the road at Dyringen and crossing the bridge, leads along the S. bank of the brook and the S. bank of the *Liavand* (2475 ft.) to the (1 1/2 hr.) *Brænden-* or *Brenn-Sæter* (occupied till the middle of Aug.), whence it goes on, with views of the Rivenaaskuten and the Tværaadalskirke, to the (1 1/4 hr.) —

Sota-Sæter (2320 ft.; 4 hrs. from Mork; good quarters at Sven Kvitingen's), a good starting-point for several fine Mountain Excursions (with guide). 1. We ascend along the brook issuing from the *Sotkjærn* and cross it into the *Tværaadal*. From this valley we ascend to the right through the *Steindal* and traverse the glacier between the *Tundredalskirke* (6500 ft.) and the *Tværaadalskirke* (6830 ft.) to the *Fortundalsbræ*. Hence a somewhat trying descent brings us to the *Nørstedals-Sæter* (p. 148; 9 hrs. from the

Sota-Sæter). — 2. As above to the Tværaadal, then to the right over the *Kollbræ* to the *Fjeldsli-Sæter* (see p. 138). — 3. From the Sota-Sæter across the bridge and along the N. bank of the stream, then along the *Røkjeskaalvand* (3070 ft.) to the (1½ hr.) *Musubytt-Sæter*. The *Svartbytdal* is next ascended to the *Handspikje* (4520 ft.), whence the route descends steeply through the *Sprangdal* to the *Faaberg-Støl* (p. 141).

Our road now passes the *Nordbjergs-Kirke* (left). The *Opnaaset* becomes visible beyond the Skridulaupen. On the right the *Gjødingsbæk* descends from the *Sletflykamp* (6160 ft.). The *Domma Bridge*, by which we cross the Otta-Elv, commands a view of three valleys, the *Tundredal* to the S. (with the snow-clad Tundredalskirke in the background; p. 148), the *Brotedal* to the W. (see p. 65), and the *Billingsdal* to the N. The road ascends rapidly through huge rocky débris ('Ur'), overgrown with firs and pines, to the last-named valley. On the left flows the Otta-Elv, which here forms the *Øibergsfos*. We continue to follow the gorge of the brawling Otta and reach the *Høgerbottenvand*, from which its foaming current issues. The lake contains several islands. In the background is the *Opnaaset;* to the right, on the hill, lie the *Høgerbotten-Sætre* (3020 ft.). Passing two saw-mills, we next reach the *Fredriksvand* and the long *Polvand* (1930 ft.). Towards the end of the latter the **Rauddal** opens to the left, commanded on the N. by the snow-clad *Skridulaupen*, with the *Framrusthovd* and the *Glitterhø*.

19 Kil. (pay for 23) **Polfossen** (**Christ. Hjelter's Inn*, with about 50 beds, R. 1-1½ kr., B. or S. 80 *ø.*-1 kr., D. 1½, pens. 3-4 kr.; telephone; landlord speaks English), finely situated amid wood, near the fine series of falls called the **Polfos*, which is overlooked by a bridge. Trout-fishing may be enjoyed here.

By crossing the bridge and proceeding towards the N.W., we reach the *Botten-Sæter*, which lies on the Glitters-Elv, the outflow of the Glittersvand. To the S.W. of Polfos, at the lower end of the *Rauddal*, lies the (1¼ hr.) *Framrust-Sæter* (2990 ft.). From this sæter a grand route, much frequented before the opening of the Videdal road (p. 183), leads through a wild district to (14-15 hrs.) the Strynsvand. The path ascends through the Rauddal, skirting first the long *Rauddalsvand* and then the *Rauddalsbræ*. After reaching the *Kamphamre* (4065 ft.) we descend rapidly into the *Sundal* and through the *Hjelledal* to *Hjelle*, on the Strynsvand (p. 183). — By crossing the bridge over the *Framrust-Elv*, to the S. of the Framrust-Sæter, and surmounting the ridge to the S.E., we reach (1 hr.) *Mork* (p. 65), the starting-point of the passes to the Sogne district.

The road passes the falls of the Otta-Elv. The valley expands and takes the name of *Billingsdalen*. We cross a bridge over the *Kværnaa*, which descends on the right from the *Synstaalkirke* (4360 ft.) in a series of falls. Thousands of fallen trees ('Vindfald') rot on the ground, as there was no market for them before the construction of the road. We cross the *Thordals-Elv*, fed by numerous glaciers and snow-fields. On hills formed by débris, to the right, lie the sæters of *Billingen*, to the S. of which, on the opposite side of the Otta, are the *Aasen-Sætre*. The country looks parched, as rain is very scarce here in summer, the result of cutting down the forests. We pass the *Vuluvand*, a pretty mountain-lake on the

left, into which the *Vuludals-Elv* falls; to the right are the *Ny-Sætre* (2685 ft.). The scenery becomes grander. The road is comparatively level. On the left is the *Skridulaupbræ*, with the *Glitterhø* and *Skridulaupen*. In the distance, between this and the *Kvitlenaava* (6263 ft.), is the high white ridge of the *Jostedalsbræ*. We then pass the *Heimdalsvand* and *Grotlidsvand*.

18 Kil. (pay for 27) *Grotlid*, see p. 184. From Grotlid to *Marok*, see pp. 185, 186; to *Stryn*, see pp. 184, 183.

c. Road from Otta to Næs, on the Romsdals-Fjord.

159 Kil., accomplished by skyds (skyds-station at the rail. station) in 2½-3 days. Carriole ca. 28 kr., stolkjærre for 2 pers. ca. 41 kr.; carr. and pair for 2 pers. 55, 3 pers. 70, 4 pers. 80 kr.

A DILIGENCE has heretofore plied twice weekly in summer over this route in 3 days, but it is questionable whether this service will be maintained. Fare 24 kr., including 44 lbs. of luggage; less in proportion for 2, 3, or 4 pers. (45, 62, 76 kr.) if taken in advance (*e.g.* at the tourist-offices in Christiania). The diligence travels quickly, and the meals and night quarters provided *en route* are good.

The best NIGHT QUARTERS are found at *Laurgaard*, *Brændhougen*, *Toftemoen*, *Domaas*, *Holsæt*, *Lesjeværk*, *Mølmen*, *Stuefloten*, and *Ormeim*. Those who do not travel by diligence should carefully avoid the places at which it puts up for the night, as the diligence passengers take precedence of others. — The scenery becomes grander as we travel westwards. Finest parts for walking between *Stuefloten* and *Ormeim* and between *Flatmark* and *Næs*.

The road crosses the Laagen by the bridge mentioned at p. 64 and ascends to the N. through the Gudbrandsdal, on the left bank of the river. Beyond the bridge over the *Ula*, which descends from *Lake Ula* at the foot of the *Róndane* (p. 74), and forms the *Daanofos* ('thunder-fall') close to the road, we see the church of *Sel* to the left. The curious wall of the churchyard is built of slate, and most of the old tombstones are of 'klæbersten' or soapstone. The large and conspicuous mountain to the N., forming the background of the valley, is the *Formokampen* (4836 ft.). The valley bends towards the N.W. We pass several deposits of débris, the largest of which is near Laurgaard. We cross the river to Laurgaard, reached from Otta in about 1½ hr.

15 Kil. **Laurgaard** or *Laargaard* (1040 ft.; **Station*, good cuisine).

The road on which Laurgaard lies leads to the W. through the valley of the outlet of the *Selsvand* and crosses the wooded ridge to (21 Kil.) Sørum (p. 64). It cannot, however, be recommended.

A bridle-path, which diverges from the road to the right, a little before it crosses the bridge in the Rusten Ravine, leads to (11 Kil.) the *Høvringen Sæter*, fitted up as an inn, and owned by the station-master at Laurgaard. The *Formokampen* (see above) is ascended hence.

We now return to the left bank of the Laagen. The road traverses a *Ravine, which the river has formed in forcing its passage through the rocky barrier of *Rusten*, descending in a series of rapids and cataracts. The grandest point is at the **Bridge* which

carries the road to the right bank of the river, about 2 M. from Laurgaard. The traveller should walk to the bridge, and order his vehicle to meet him there. Beyond the ravine we enter an Alpine valley, in which cultivation almost ceases. The grass is irrigated by means of runlets. On the right rises the *Rustenfjeld*, on the left the *Kjølen*, a huge mountain-range between the Lessø Valley and Vaage. As late as July large patches of snow are seen by the roadside. The broad floor of the valley is covered with débris, partly overgrown with stunted pines.

12 Kil. **Brændhaugen** (1555 ft.; **Station*), *Brennhaugen*, or *Brænnhaug* (1½-1¾ hr. from Laurgaard) belongs to the parish of Dovre. The *Jetta* (5425 ft.), rising to the W., affords a fine view of the Dovrefjeld, the Róndane, and Jotunheim.

We cross the Laagen by a new bridge, and soon pass the church of *Dovre* (1550 ft.), situated on an ancient moraine. The farms are nearly all on the sunny side of the valley ('Solside'). A little beyond the church, high up on the right, lies the once royal gaard of *Tofte*.

12 Kil. **Toftemoen** (**Fru Tofte's Hotel*, good cuisine; 1½ hr. from Brændhaugen), an 'inhabited site' *(Tuft)* on a 'sandy plain' *(Mo)*. Comp. provincial English 'toft'.

The road ascends over huge deposits of detritus to the gaard of *Lid*. Fine view of the deep ravine of the Laagen, with the Kjølen rising above it. The peak in the distance is the *Store Horúngen*.

11 Kil. **Domaas**, or *Dombaas* (2160 ft.; *Hotel*, R. 1½, D. 2, B. or S. 1¼ kr.), where the climate becomes Alpine, lies at the divergence of the Trondhjem route (R. 11) from ours, about 1¾ hr.'s drive from Toftemoen.

An excursion of 4-5 hrs. may be taken to the *Hardeg-Sæter* on the S. bank of the Laagen, where a fine view of the Snehætta (p. 71) is enjoyed.

The Romsdal road leads as far as Stuefloten through an uninteresting mountain-valley, with a scanty growth of pines, birches, and heather. Fine gaards on the slopes. The ascent is very gradual. Below (left) is the bed of the *Lesjevand* (1720 ft.), now drained.

12 Kil. *Holaaker* (*Station, moderate), 1½ hr. from Domaas.

From Holaaker to the *Aursjø-Hytte* and thence to *Lilledal* and *Sundal*, see p. 210; to the Aursjø-Hytte and the *Eikisdalsvand*, see p. 206.

We now pass the *Lesje-Kirke*, and in 1¾ hr. reach —

15 Kil. **Holsæt** (**Station;* English spoken).

A bridle-path ascends from Holsæt by the *Lora-Elv* to the *Storsæter* and the *Nysæter* (about 5 hrs.), and crosses the mountains to the S. to *Aanstad* (p. 65), a long day's journey, which may be broken by spending a night at the pleasant Nysæter (p. 69).

The drive from Holsæt to Lesjeværk takes 1½ hr.

10 Kil. **Lesjeværk** (**Station*, a timber-built house of the middle of last cent.), so called from a deserted iron-mine, lies at the S.E. end of the *Lesjeskogen-Vand* (2050 ft.), which forms the

watershed between the Skager-Rack and the Atlantic. To the former descends the Laagen, and to the latter the *Rauma*, which flows out of the W. end of the lake, near the church of *Lesjeskogen*, a place whence the whole district derives its name. Near the church (1½ hr. from Lesjeværk) is —

12 Kil. **Mølmen** (well spoken of), an angling and shooting resort. The *Storhøi* (6690 ft.), to the N., may be ascended hence in 6-8 hrs. (there and back; with guide). The excursion to the *Digervarde*, to the S. (see below), takes a whole day.

From Mølmen to Skeaker (p. 65), in two days of 8 hrs. each. Walking difficult, as numerous brooks have to be forded; horse 12, guide 12 kr. Good weather indispensable. Provisions necessary.

1st Day. The path ascends slowly through a birch-wood in the *Grøndal* to the (1 hr.) *Grønsætre* (sæters of *Enstad* and *Mølmen*). We descend to the stream and cross several brooks and deposits of detritus. The Alpine or Lapland character of the flora becomes very marked, and reindeer-moss, here eaten by the cows, is also abundant. After 2 hrs. more the path ascends to the left. The scenery becomes exceedingly bleak and wild. In 1½ hr. more we reach the top of the first hill ('Toppen'). The Romsdal Mts. are conspicuous to the N.W.; to the N.E. are the Svarthøi and Storhøi, and farther distant the Snehætta snow-range; to the S.W., the Løfthøi with its great glacier. A ride of 1 hr. to the S. over stony ground brings us to the second 'Top', called the **Digervarde**, about 5250 ft. in height, which commands a view of the whole Jotunheim chain, from the Glittertind (p. 165) and Galdhøpig (p. 152) to the Fanaraak (p. 154) and beyond it.

We descend in about 2 hrs., partly over loose stones, to the **Nysæter** (one double bed; coffee, milk, and bread form the only fare; very clean).

2nd Day. Beyond the (1 hr.) *Lorafjeld* we pass several tarns and the W. side of the larger *Fillingsvand*. The broad snow-clad mountain to the left is the *Loms-Horung* (p. 65), the W. end of which we reach in 3-4 hrs. more. To the W. lies the *Aursjø* (3395 ft.; not to be confounded with the lake mentioned at p. 210), with a grand mountain-background. The path next skirts the W. slope of the Horung for 1 hr., commanding the mountain-range on the S. side of the Ottadal, including the Lomsegg, the Hestbræpigge, and the Tundredalskirke, with the valley far below.

The descent to Skeaker takes a full hour (ascent 2 hrs.). The vegetation rapidly becomes richer (*Linnaea borealis* abundant), and the temperature rises. The path descends to the *Aura*, the discharge of the Aursjø, which forms a fine waterfall. Pines and then birches appear. The first gaard on the slope of the valley is *Bakke*. Among the next is one on the left with a tastefully carved portal. At the church of *Skeaker* the greenish *Otta* is crossed by a long bridge (splendid view). We reach the road near the skyds-station of *Andvord* (see p. 65).

Beyond Mølmen, on the right, lies the gaard *Einabu*. An old 'bautasten', by the roadside, refers to king Olaf, 'the Saint', who is said to have halted at this gaard on his flight in 1029 (p. xlvii). Farther on the road skirts the Rauma. The scenery becomes more imposing. In the distance are the mountains of the *Romsdal*.

13 Kil. *Stuefloten* (1¾ hr.), see p. 202. The remaining stations are (10 Kil.; 1¼ hr.) *Ormeim*, (11 Kil.; 1¼ hr.) *Flatmark*, (12 Kil.; 1½ hr.) *Horgheim*, and (14 Kil.; 1¾ hr.) *Næs*. Details, see pp. 202-200. This part of the route, especially beyond Flatmark, will amply repay the pedestrian.

10. From Domaas in the Gudbrandsdal over the Dovrefjeld to Støren

(Trondhjem).

155 Kil. ROAD, with fast stations, less used since the opening of the railway (R. 11). Travellers from *Molde* who combine this route with a visit to the Romsdal may easily reach Trondhjem in four days: 1st, to *Stuefloten* (p. 202); 2nd, to *Domaas;* 3rd, to *Aune;* 4th, to *Støren*, and in the evening by train to Trondhjem.

Domaas, see p. 68. The Trondhjem road diverges to the N. from the Gudbrandsdal, and ascends rapidly through moor and bog, with stunted pines, to the **Dovrefjeld,** which separates Southern *(Sønden-fjeldske)* from Northern Norway *(Nordenfjeldske Norge).* Grand view of the mountains, as we look back. In about 1 hr. we reach the plateau. The road crosses the *Fogsaa*, an affluent of the Glommen. To the left are extensive mountain-plains, where the *Driva*, which descends to Sundal, takes its rise.

On the *Fogstuhø* (5840 ft.; ascent 5 hrs. there and back; view of Jotunheim, Snehætta, and Róndane) we observe three sæters on the right and others to the left. To the N. rise the *Hundsjø* and *Skreda Fjelds*, and beyond them the *Snehætta* (p. 71), the snow and glacier of whose W. basin ('Botn') are distinctly visible.

10 Kil. (pay for 11 in this direction) **Fogstuen** or *Fokstuen* (3120 ft.; **Ant. Solberg's Inn*, with 30 rooms and 45 beds; reindeer, wild-duck, and ptarmigan shooting to be had), in a grand but solitary situation, is one of the four 'Fjeldstuer', or mountain-inns, founded by government on the Dovrefjeld for the use of travellers so far back as 1107-10. The tenants receive an annual subsidy, and are bound to keep the roads open in winter and to forward the mails. The Fokstue is now private property. The other three 'Fjeldstuer', Jerkin, Kongsvold, and Drivstuen, belong to the state.

From Fogstuen the old road, now disused, crosses the lofty *Hardbakke* (3750 ft.) direct to Toftemoen (p. 68). — *L. von Buch*, who travelled by this route at the end of April (*i.e.* in winter) writes: 'The lofty pyramid of the Snehætta then came in sight amidst the haze, several miles to the north. So rises Mont Blanc, seen from the Brevent, from its mantle of ice. It is not a mere mountain, but a mountain on a mountain — a great and sublime apparition commanding the whole of this solitude'.

The road crosses the Fogsaa and passes several lakes, beyond which the stream is called the *Folda*. On the right are the *Blaahøer*. We pass the *Vardesjø* (2985 ft.); to the right, farther on, are several sæters. The road leaves the valley of the Folda and ascends to —

21 Kil. **Jerkin** or *Hjerkin* (3140 ft.; *Jerkin's Sanatorium*, frequented in winter by snowshoers, R. 1, D. 1½ kr., B. or S. 70 ø.), where our road joins the Foldal road (p. 74). Interesting walk to the (1 hr.) *Jerkinshø*, the highest point on the old road (4105 ft.; not recommended for walkers), commanding a view of the Kollen, Rondane, and Jotunheim. The only point from which the Snehætta is visible is the hill to the W. of Jerkinshø, crowned by a 'varde'.

The **Snehætta** (7630 ft.; 'snow-hat'), the sixth in height among the mountains in Norway, is best ascended from Jerkin (12-14 hrs. there and back; guide $4^1/_2$, horse $6^1/_2$ kr.; provisions necessary; settled weather indispensable). The ascent was first made by *Esmark* at the end of last century. For 3-4 hrs. we ride across a rocky and mossy tract, crossing several torrents, to the *Johan Jerkinshytte*, known as *Reinheim* (12 beds; key at Jerkin). Lastly 2-3 hrs. over snow and ice. In clear weather (rare on the Dovrefjeld) the view is very extensive in every direction, but deficient in picturesqueness, and far inferior to that from the Galdhøpig (p. 152). The chief object of interest is the finely shaped mountain itself, composed of mica-slate.

The road ascends a hill to the W., then descends gradually to the *Svonaa*, the course of which it now follows. Striking view of the Snehætta, which looks quite near. The road crosses the boundary between the Stifts of Hamar and Trondhjem, and gradually descends, past the little gaard of *Grønbakken* (on the left), into the valley of the *Driva*, formed by the union of the *Kaldvella* and the Svonaa.

14 Kil. **Kongsvold** (2950 ft.; **Station*, often crowded in summer) is another good starting-point for the ascent of the Snehætta and for that of the *Knutshø* (5565 ft.; 3 hrs.; similar view), to the N.E., which is botanically interesting.

The road now enters a narrow ravine enclosed by huge rocks, through which the Driva careers headlong. Fine Alpine flora. The old road ('Vaarstien') leads up and down hill on the right bank.

15 Kil. **Drivstuen** (2190 ft.; **Station*). The valley expands; vegetation becomes richer; first the pine, then the birch, and later a few fields of barley and potatoes appear. Scenery still grand. We pass the mouth of the *Aamots-Elv* on the left, and soon cross the Driva by a new bridge. A little farther on, about 9 Kil. from Drivstuen, and a few paces from the road, is a remarkable gorge of the Driva called **Magalaupet* ('gully'). The road, which has lately been much improved, descends to a fertile zone of the valley.

12 Kil. (pay for 17) *Rise* (well spoken of), near the mouth of the *Vinstra*, descending from the right. The Dovrefjeld terminates at —

10 Kil. **Aune** (1770 ft.; **Station*, R. $1^1/_4$-$1^1/_2$, B. or S. $1^1/_4$ kr., D. 1 kr. 60 ø.), also called *Ny-Aune* or *Ny-Øvne*. The route to the Sundal (Christiansund, Molde; R. 28) here diverges from that to Trondhjem. To the W., on the Sundal road, we see the church of *Opdal*, with a pointed spire. The snow-capped mountain beyond is the multi-peaked *Horn* (p. 211). To the E. is the *Allmandbjerg*.

The Trondhjem road quits the valley of the Driva and becomes uninteresting. It follows the *Byna* and crosses the low watershed between that stream and the *Ørkla*, the valley of which latter it traverses. We get a last glimpse of the Snehætta. Beyond ($1^1/_2$ hr.) —

14 Kil. *Stuen*, or *Nystuen* (good station), the road descends to the Ørkla. We cross the *Gisna*, which here unites with the Ørkla, forming a fine waterfall. Then an ascent to ($1^1/_4$-$1^1/_2$ hr.) —

11 Kil. *Austbjerg* or *Ussbjerg* (1365 ft.; well spoken of).

FROM AUSTBJERG TO TØNSÆT, 72 Kil., a good road, with fast stations, through meadows and forests, with fine views, an interesting route from the Ørkladal to the Glommendal. It passes the church of *Inset*, runs high above the *Ørkla Ravine*, crosses the foaming *Naven (Næva)* at a copper-foundry with large chimneys, and reaches (11 Kil.) *Næverdal* (poor quarters). The river forms many rapids.

13 Kil. (pay for 17, but not in the reverse direction) *Frengstad* (indifferent). We then pass the church of *Kvikne*, with its substantial gaards (birthplace of B. Bjørnson, the poet), and cross the brawling *Jen-Elv*. The road ascends high on the right bank of this stream to (14 Kil., pay for 17) *Støen i Kvikne* (praised). Soon after we cross the low watershed and descend to the *Tønnen*, which flows through the Stubsø (right) and enters the Glommen at Tønsæt. — 14 Kil. (pay for 17) *Nytrøen* (good quarters at a pleasant gaard). The road leads across the Tønnen to (10 Kil., pay for 12) *Fosbakken* (tolerable), where we have a fine view of the Østerdal Mts. — 14 Kil. (pay for 17) *Bjørnsmoen i Tønsæt* (p. 74).

Still ascending, and traversing beautiful forest, the road skirts the deep **Ravine of the Ørkla*. Fine views, particularly of the snow-mountains to the S.W.

12 Kil. *Bjerkaker* or *Birkaker* (1325 ft.; **Station*) lies on the watershed between the Ørkla and the Gula.

FROM BJERKAKER TO ØRKEDALSØREN, 74 Kil., a road with fast stations. The road descends in curves to the Ørkla (780 ft.) and follows its right bank, passing several gaards. About 3/4 hr.'s drive from Bjerkaker, to the left, lies *Gaard Hoel*, where a famous drinking-horn is still shown, presented by Christian V., out of which Charles XIV. John (Bernadotte), Oscar I., and Charles XV. respectively drank when on their way to be crowned at Trondhjem. Observe the huge birch-tree, 10 ft. in circumference. 14 Kil. *Haarstad* (720 ft.). 14 Kil. *Grut*. 11 Kil. *Kalstad i Meldalen*, from which a road leads by Garberg and Foseide to Surendalsøren (p. 211). Our road passes *Løkkens Kobbervœrk*, crosses the Ørkla, and next reaches (15 Kil.) *Aarlivold*. Hence to (12 Kil.) *Bak* and (8 Kil.) *Ørkedalsøren*, see p. 212.

The road traverses the uninteresting *Soknedal* and follows the course of the *Igla*, and then that of the *Stavilla*, which after its union with the *Hauka* takes the name of *Sokna*.

12 Kil. *Garli* or *Garlien* (1355 ft.; good station) lies on a height to the left. After crossing the Igla the road enters a picturesque ravine, in which the *Sokna* forms waterfalls and drives mills ('Kværnhus'). Beyond the church of *Soknedalen* (870 ft.) we reach —

10 Kil. (pay for 11, in reverse direction for 13) *Præsthus* (700 ft.; *Station). The road follows the narrow, fir-clad valley of the Sokna, first on the right, then on the left bank of the stream. It passes near the church of *Støren* (to the right, on the opposite bank), crosses an elevation, and reaches the valley of the *Gula*.

14 Kil. **Støren** or *Engen i Støren* (210 ft.), a station on the Trondhjem Railway (p. 76).

11. From Christiania to Trondhjem by Railway.

562 Kil. (350 M.). RAILWAY (Nordbane). In summer one through-train daily, in 17 1/4 hrs., stopping at 14 only out of 68 stations (fares 47 kr. 80, 33 kr. 70, 22 kr. 50 ø.; a first-class ticket entitles to a sleeping-berth; 56 lbs. of luggage free). Another train stops for the night at (14 hrs.) *Tønsæt*, arriving in (11 hrs.) Trondhjem next day (fares 36 kr. 50, 28 kr.

10 ø., 16 kr.). Tickets for the slow train available for the express on payment of difference. In order to secure good rooms at Tønsæt it is advisable to write or telegraph beforehand. Hot meals are provided for express passengers at *Hamar* only (1½ kr.; diners help themselves), for travellers by ordinary train at Hamar and at *Singsaas* (same charge). At the other refreshment-rooms nothing can be had except sandwiches (10 ø.), beer (25 ø. per pint bottle), tea, and the like.

The best views between Hamar and Rena are to the right; thence to Trondhjem, to the left. The last part of the journey, especially beyond Røros, is the finest. The traveller may go to *Eidsvold* by early train, take the steamer to *Hamar*, and there join the express in the afternoon (comp. p. 58).

From Christiania to (126 Kil.) *Hamar*, see pp. 59, 60. We change carriages, and go on by the narrow-gauge *Røros Railway* (engage sleeping-berth).

The train gradually ascends through the lonely wooded regions of *Hedemarken*. Scenery uninteresting at first. *Aker*, a small stopping-place, is passed. 131 Kil. *Hjellum;* 135 Kil. *Ilseng;* 139 Kil. *Hørsand* (570 ft.). Fine view of the *Skreidfjeld* (p. 58), to the S.W. of Lake Mjøsen. 141 Kil. *Aadalsbrug*. Beyond (144 Kil.) *Løiten* (760 ft.) we pass the drilling-ground of *Terningmoen*.

158 Kil. **Elverum** (610 ft.; *Rail. Restaurant; St. Olaf's Hotel*, well spoken of) is the first station in the valley of the *Glommen*, the valley of which the train ascends to Røros. The important *Grundset-Marked*, a great horse and timber fair, takes place here every March. The peasantry of *Østerdalen*, the district traversed by the Glommen and its affluents, are among the richest in Norway, some of their forest-estates extending to many square miles. The value of their timber has risen greatly since the completion of the railway. Some of their gaards are comfortably and even luxuriously fitted up, but they still adhere with pride to their original name of peasants ('Gaardbruger'; sometimes parodied as 'Sofabønder'). The timber is felled in autumn and winter, the hardy wood-cutters often spending weeks in the forest, in spite of the intense cold, and passing the night in wretched huts. The characteristic form of the old houses of the district, with their open roofs and tall chimneys, has been retained in many of the railway-buildings.

164 Kil. *Grundset* (640 ft.); 171 Kil. *Øxna* (666 ft.). Before (184 Kil.) *Aasta* (740 ft.) the train crosses the river of that name.

190 Kil. **Rena** (735 ft.; *Rail. Restaurant*), on the right bank of the Glommen, not far from the church of *Aamot*, near which are several inns. Near (204 Kil.) *Stenviken* (785 ft.) the train crosses the Glommen by a long bridge, and now follows the E. bank (views to the left). 214 Kil. *Ophus* (805 ft.). Here, and farther on, the Glommen forms lake-like expansions. 224 Kil. *Rasten* (840 ft.); 237 Kil. *Stai* (860 ft.). The scenery assumes a more mountainous character. Fine view of the floor of the valley, intersected by the river in many branches.

247 Kil. **Koppang** (915 ft.; *Rail. Restaurant; *Hansen*, 2 min. to the left of the station-exit; *Jernbane Hotel*, opposite the station,

R. 1½, S. 1½ kr.; *Koppang Hotel; Skyds-Station*, in the village, 10 min. distant) lies on a height above the river. To the W., rising above the forests, are high mountains, carpeted with yellow moss.

The train now runs through wood, high above the Glommen, and crosses two bridges. Fine views towards the S. The mountains increase in height, and the valley contracts. *Bjøraanæsset*, a small stopping-place.

272 Kil. **Atna** (1170 ft.), near the mouth of the *Atne-Elv*, station for several gaards on the opposite bank of the Glommen.

A new road ascends the right bank of the Atne-Elv, crossing the stream at *Hira*, to (22 Kil.) *Storbakmoen*. [From Hira a road leads to the left to the *Storfjeld-Sæter Sanatorium* (18 Kil. from Atna; well spoken of).] Our road next leads past the church of *Solliden* to (21 Kil.) **Atnebro** (good quarters at the gaards of *Næsset*, *Brænden*, *Uti*, and *Trøen*), near the *Atne-Sjø* (2296 ft.). Imposing view of the chief peaks of the **Róndane**: the *Høgrond* (6700 ft.), the *Stygffeld* (6730 ft.), and the *Rundvashøgda* (6900 ft.). These peaks and the still higher *Rondeslot* (7100 ft.) may be ascended from the gaard of *Strømb* (4 Kil. from the Atne-Sjø) through the *Langglupdal*. — From Strømb a path leads across the hills to the *Bjørnhull-Sæter* (good quarters) and *Myssu-Sæter*, and through the *Uladal*, to the S.W., to Ringebu in the Gudbrandsdal (p. 62). — A road leads from Atnebro to *Strombu*, *Blæsterdalen* (to the E. of which rises the *Store Sølen* or *Døle Sølen*, 5800 ft.), and (33 Kil.) *Krokhaug-Foldalen* (see below).

285 Kil. **Hanestad** (1250 ft.). On the opposite bank rises the imposing *Grøttingbratten* (3820 ft.). The train skirts the river, with a view of high hills to the N., and again enters monotonous wood. At (304 Kil.) *Barkald* (1485 ft.) the Glommen forms the *Barkaldfos*.

A visit from Barkald to the curious gorge of **Jutulhugget** takes about 3 hrs. The gorge extends from the *Tyldal* on the E. to a point about 1¼ M. from the Glommen on the W., where it suddenly ends in a chaos of precipitous cliffs. It is about 650 ft. deep, and its lowest point lies about 130 ft. below the Glommen. The gorge was formed, according to tradition, by the attempt of a giant to divert the Glommen into the Rendal.

324 Kil. **Lille-Elvedal** (1660 ft.; *Rail. Restaurant; Ole Hektoen's Hotel*, *Dæhlie's Hotel*, both close by and well spoken of), at the entrance to the *Foldal* (see below). A bridge crosses the Glommen here.

The ROAD THROUGH THE FOLDAL TO JERKIN offers the shortest approach from Christiania to the Sundal and Nordmøre. — 32 Kil. *Ryhaugen*, with a view of the Rondane. — From (18 Kil.) *Kroghaugen* (*Station) a route leads to the S. to the *Atnevand* and the *Rondane* (see above). 17 Kil. *Dalen;* splendid view of the Snehætta. — 17 Kil. *Jerkin* (p. 70). Thence viâ Kongsvold, Drivstuen, Rise, and Aune to the *Sundal*, see p. 71.

The train skirts the base of the *Tronfjeld* (5610 ft.), a mountain composed of gabbro and serpentine, which may be ascended from Lille-Elvedal (carriage-road nearly the whole way). Fine view of it, as we look back. — 337 Kil. *Auma* (1600 ft.). Large tracts of dead pines, killed by the extreme cold of winter, when the thermometer sometimes falls 60° Fahr. below zero. Dreary scenery.

347 Kil. **Tønsæt** (1620 ft.; *Rail. Restaurant; Schulrud's Hotel*) lies near the confluence of the *Tønna* and the Glommen, chiefly on the right bank of the latter. It is the centre of the **N. Østerdal**, which formerly belonged to the Stift of Trondhjem. The former

'Stavekirke', dating from 1210, has disappeared; the present church is modern.

From Tønsæt to *Kvikne* and *Austbjerg*, see p. 72.

The line traverses the extensive *Godtlandsmyr*. To the S.W., on the right side of the Tronfjeld, rise the *Róndane* (p. 74).

358 Kil. *Telnæs* (1630 ft.). The train ascends more rapidly. Pasturage now takes the place of tilled fields. — 368 Kil. *Tolgen* (1685 ft.), in an exposed situation. To the right, the *Hummelfjeld* (5050 ft.). The vegetation assumes a thoroughly Alpine character.

385 Kil. *Os* (1975 ft.); the village lies on a slope *(Lid)* on the opposite bank. The train crosses the *Nøra*, traverses an extensive moor, and reaches —

399 Kil. (247 M.) **Røros** or *Røraas* (2060 ft.; *Røros Hotel*, well spoken of; *Mad. Larsen's Hotel; *Rail. Restaurant;* halt of 6-10 min.), with 1800 inhab., situated on a dreary and inclement plateau. The town was founded in 1646, after the discovery of the copper-mines. It lies on the *Hitter-Elv*, while the Glommen, descending from the *Aursund-Sjø* (2285 ft.), flows round the W. side of the town. Observe the curious timber houses, roofed with turf, and the large church of 1780. Vast expanses of turf, bordered with extensive terraces of glacial detritus and sand-hills, where the dwarf-birch alone thrives, have been converted into pastures by careful manuring. Corn does not ripen, and the forest is gone. Cattle-breeding is the only resource of the inhabitants, apart from the mines.

The mines yield about 500 tons of pure copper annually. The chief mines are *Storvarts Grube*, 2716 ft. above the sea-level, 9 Kil. to the N.E., the ore of which yields 8 per cent of copper; near it, *Ny Solskins Grube;* to the N.W., 14 Kil., *Kongens Grube*, yielding 4 per cent of copper; *Mug Grube*, 22 Kil. distant. The mining is carried on by electricity, furnished by the *Kuraasfos*, at the outflow of the Aursund-Vand (see below). The smelting-works are the *Røros Hytte*, the *Dragaas Hytte* at *Aalen*, and the *Lovisa Hytte* at *Lille-Elvedal*.

From Røros we may drive by skyds, viâ (17 Kil.) *Jensvold* and (18 Kil.) *Skotgaarden* on the *Aursund-Vand*, to visit (not without privations) a settlement of Nomadic Lapps. — Another skyds-road leads to the S.E., by (16 Kil.) *Sætern i Røros* and (17 Kil.) *Langen*, to (5 Kil.) *Senderviken* on the *Fæmund-Sjø* (about 2300 ft.), on which a steamer plies (hotel at the S. end of the lake). Thence to Sweden, see p. 302.

From Røros the train returns on the same rails to the main line (views to the left), passes the *Storskarven* on the right, and traverses a bleak plateau. 406 Kil. *Nypladsen* (2055 ft.). Heaps of copper ore *(Kobbermalm)* generally lie at the station. A little farther on is the copper-coloured site of an old furnace. We now cross the turbulent Glommen. Beyond (412 Kil.) *Jensvold* (2090 ft.) the train crosses large expanses of débris. A stone to the left marks the highest point of the railway (2200 ft.), on the watershed between the Glommen and the *Gula*, which descends to the Trondhjems-Fjord. The train follows the valley of the latter to Melhus.

420 Kil. *Tyvold* (2180 ft.). — The train descends circuitously on the slope of the broad and wooded basin of the Gula. Near

(432 Kil.) *Reitan* (1780 ft.) is the *Killingdalen Mine*, the copper pyrites of which is brought to the railway by a wire-rope line. On the left are several old gaards. Below lies the church of *Hov*.

442 Kil. **Eidet** (1380 ft.; *Rail. Restaurant*). Below it lies a copper-foundry. A very picturesque part of the line begins here. The train skirts the rocks of *Drøilierne* (seven short tunnels) and enters the ravine of the *Drøia*, which it crosses by a lofty bridge. In the cuttings we distinguish first the clay-slate, and afterwards the granite and gneiss formations. 454 Kil. *Holtaalen* (985 ft.), with a new church, prettily situated. The costume of the peasantry here usually consists of a red jacket, leathern breeches, and a 'tophue' or peaked woollen cap. We now descend the valley of the Gula to (463 Kil.) *Langlete* (770 ft.) and (472 Kil.) *Reitstøen* (670 ft.).

480 Kil. **Singsaas** (575 ft.; *Rail. Restaurant*), with a bridge over the Gula. Large terraces of débris to the left mark the entrance of the *Forradal*. On the left, a fine waterfall. — 486 Kil. *Bjørgen* (455 ft.). Three short tunnels. *Kotsøien*, a stopping-place. 499 Kil. *Rognæs* (300 ft.), with a bridge over the Gula. A little above Støren, to the left, is the church mentioned on p. 72, at the confluence of the *Sokna* and the Gula. We cross the Gula.

510 Kil. **Støren** (290 ft.; *Rail. Restaurant; Støren's Hotel*, with skyds-station, at the rail. station, R. 2, B. 1, S. $1^1/_2$ kr.; *Hot. Norge*) is pleasantly situated 1 M. below the mouth of the *Sokna*, along which the Dovrefjeld road ascends (R. 10). The beautiful rocky valley is well cultivated at places, and partly wooded.

517 Kil. *Hovin* (170 ft.). The train crosses the river, which here forms the *Gulefos* on the left and dashes through its narrow channel. 524 Kil. *Lundemo* (108 ft.); 530 Kil. *Ler* (80 ft.). The valley expands. The train crosses a tributary of the Gula twice and ascends a little. 535 Kil. *Kvaal* (160 ft.). The train now descends; view to the left. 538 Kil. *Søberg* (100 ft.). 541 Kil. *Melhus* (75 ft.), with a finely situated new church (to the right). Numerous river-terraces are passed. We now quit the Gula, which turns to the N.W. and flows into the *Gulosen*, a bay of the Ørkedalsfjord (an arm of the Trondhjems-Fjord). The train turns to the N.E. and crosses the hill between the Gula and the Nid, which falls into the fjord at Trondhjem. At (546 Kil.) *Nypen* (230 ft.) we get a glimpse of the Ørkedalsfjord, and of a snowy mountain in the distance. 551 Kil. *Heimdal* (465 ft.), with the country villas of several Trondhjem merchants. — We now descend for the last time, passing numerous farms. At the stopping-place *Selsbæk* we reach the *Nid-Elv*, near the Lille Lerfos (to the right; p. 217), and then follow its left bank. Lastly (comp. Map, p. 212) a short tunnel under the suburb of Ihlen, beyond which we reach the harbour and the station of —

562 Kil. (350 M.) *Trondhjem* (p. 212).

12. From Christiania by Railway to Charlottenberg *(and Stockholm)*.

143 Kil. (89 M.). Railway in 4½-5¼ hrs. (fares 9 kr. 30, 7 kr. 20, 4 kr. 40 ø.). In summer one through-train runs daily between Christiania and Stockholm without change in 15½ hrs. Fares 43 kr. 5, 33 kr. 50 ø.; 1st class sleeping berth 5 kr. (comp. p. 301), 2nd class berth (not obligatory; on application to station-master) 3 kr.

From Christiania to (21 Kil.) *Lillestrømmen*, see p. 59. The Eidsvold line (p. 59) diverges here to the N.; the Charlottenburg train runs towards the S.E., through less interesting scenery. Lillestrømmen lies on the N.W. bay, called *Draget*, of *Lake Øieren* (330 ft.), a long basin of the Glommen.

29 Kil. *Fetsund*, where the train crosses the broad *Glommen*, just above its influx into Lake Øieren. Vast quantities of timber enter the lake here every spring on their way down to Sarpsborg and Fredrikstad. The train now follows the E. (left) bank of the river, which forms cataracts at places, all the way to Kongsvinger. — 37 Kil. *Sørumsanden;* 40 Kil. *Bingsfors*, junction of a narrow-gauge railway to *Bjerkelangen* (to be prolonged to *Skullerud*); 42 Kil. *Blakjer* or *Elaker;* 49 Kil. *Haga;* 58 Kil. *Aarnæs* (Rail. Restaurant). At *Næs*, 3½ M. to the N., the *Vormen*, descending from Lake Mjøsen (p. 58), falls into the Glommen. 67 Kil. *Sæterstøen;* 73 Kil. *Disenaaen*, a halting-place; 79 Kil. *Skarnæs*, prettily situated; 87 Kil. *Sander;* 92 Kil. *Galterud.*

100 Kil. **Kongsvinger** (480 ft.; **Rail. Restaurant*, with rooms to let). The small town *(Kongsvinger Hotel; Møllerud's Hotel)*, with 1400 inhab., lies on the right bank of the Glommen, fully 1 M. from the station. The *Fortress* (*Fæstning;* 770 ft.), erected in 1683, but now dismantled, played an important part in the wars between Sweden and Norway (fine view).

From Kongsvinger a branch-line ('Solørbane'; 50 Kil. in 40 min.) runs to *Flisen*, at the mouth of a tributary of the Glommen.

The railway turns to the S.E. and quits the Glommen. The *Vingersø* (475 ft.) and the long lakes near Aabogen and elsewhere are basins of a now deserted channel of the Glommen, which channel is followed by the railway (comp. p. 301).

112 Kil. *Aabogen*, 122 Kil. *Eidsskog*, 127 Kil. *Skotterud*, 133 Kil. *Magnor*, all with extensive timber-yards, the last also with various factories. The train quits the district of *Vinger*, in which Kongsvinger lies, a little beyond Magnor, and crosses the Swedish frontier.

143 Kil. (89 M.) *Charlottenberg*, the first station in Sweden, and thence to Stockholm, see R. 48.

13. From Christiania to Gotenburg by Railway.

356 Kil. (221 M.). RAILWAY. From Christiania to *Kornsø*, in 5¼-5¾ hrs.; thence to *Gotenburg* in 6 hrs. more, with change of carriages at Mellerud (fares to Fredrikshald 8 kr., 6 kr., 3 kr. 90 ø.; thence to Gotenburg 16 kr. 5, 9 kr. 45 ø.; night-train 11 kr. 60, 8 kr. 20, 5 kr. 50 ø.). From Christiania to Gotenburg one through day-express (going on to Malmö) in 12 hrs. (fares 26 kr. 75, 20 kr. 35, 13 kr. 35 ø.) and one through night-express (with sleeping berths) in 10 hrs. (fares 30 kr. 35, 22 kr. 55, 15 kr. 45 ø.).

The railway-journey itself is uninteresting, but the traveller should stop at *Sarpsborg*, *Fredrikshald*, and *Trollhättan*, going on in each case by the next train, and spending one night on the way if necessary. Steamers run daily from Moss, Fredrikstad, and Fredrikshald to Gotenburg. Travellers in the reverse direction should leave the railway at Moss and take one of the local steamers up the beautiful fjord to Christiania.

Christiania, see p. 9. (As far as Moss, comp. Map, p. 21.) The train rounds the suburb of *Oslo* and skirts the base of the *Ekeberg* (p. 19), affording a fine retrospect of the town. From (4 Kil.) *Bækkelaget* we survey the islands and villas of the *Ormsund*. The train skirts the *Bundefjord*, passing many country houses. 8 Kil. *Ljan*. The train ascends to (18 Kil.) *Oppegaard* (320 ft.). To the right is *Næsodden*, a large peninsula separating the Christiania Fjord from the Bundefjord. — 24 Kil. **Ski** (420 ft.; *Rail. Restaurant*).

FROM SKI TO SARPSBORG, 81 Kil., by the 'Østre Linie', uninteresting. — 6 Kil. *Kraakstad;* 13 Kil. *Tomter;* 21 Kil. *Spydeberg*. The line then crosses the broad *Glommen*. 29 Kil. *Askim*, with nickel-mines; 35 Kil. *Slitu;* 40 Kil. *Mysen;* 45 Kil. *Eidsberg;* 55 Kil. *Rakkestad;* 61 Kil. *Gautistad;* 73 Kil. *Ise*. The train then runs along the *Nipen*, and, crossing the Glommen by the bridge mentioned at p. 79, reaches (81 Kil.) *Sarpsborg* (p. 79).

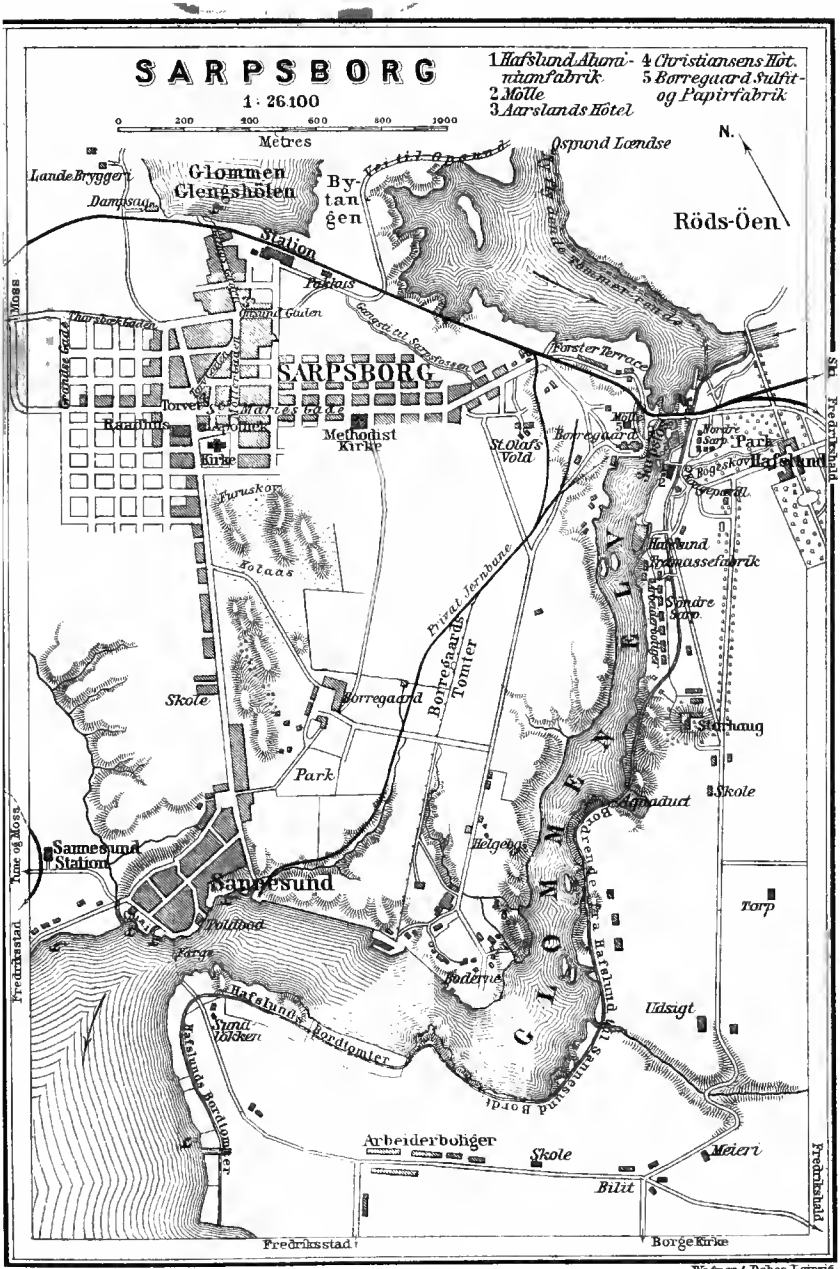
Near (32 Kil.) *Aas* is an agricultural school. 39 Kil. *Vestby*. 48 Kil. *Soner*, station for *Soon*, a sea-bathing place. The train now descends to the fjord and skirts the picturesque *Mossesund*, the strait between Moss and the *Hjellø*.

60 Kil. **Moss** *(Rail. Restaurant; *Fru Arnesen's Hotel*, R. 1½-2 kr.; *Moss Hotel;* Brit. vice-consul, *Mr. J. H. Vogt)*, a thriving town of 8000 inhab., lies on a bay of the Christiania Fjord. The convention of 14th Aug., 1814, in conformity with which Norway ceased to oppose the union with Sweden, was signed here (p. lxxvi). The station is on the S. side of the town, 5 min. from the steamboat-pier on the *Hjellø*, to which a bridge crosses. Opposite the church and the Moss Hotel is an old churchyard, with tombstones of the 18th cent., now a promenade. On the Hjellø are several pretty villas and the orphanage of *Orkerød*.

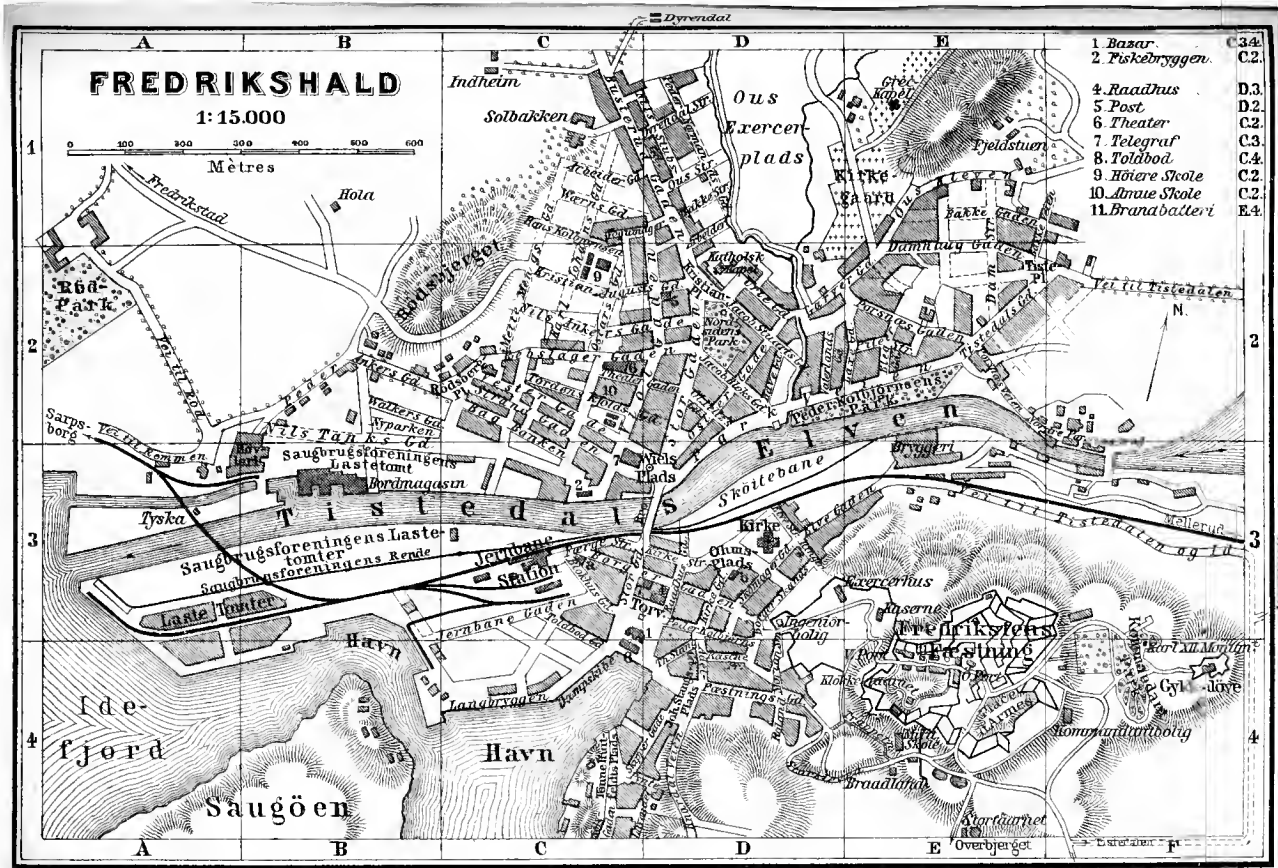
Steamers ply between Christiania and Moss several times daily, in 4 hrs. A great part of their course lies between the Hjellø and the mainland.

Next stations: *Dilling*, *Rygge*, *Raade*, *Onsø*. The train crosses the *Kjølbergs-Elv*, and passes through a tunnel.

94 Kil. **Fredrikstad** *(Rail. Restaurant; Olsen's Hotel*, more than 1 M. from the station; *Skandinavie*, near the pier, R. 2 kr.; *Victoria;* Brit. vice-consul, *Mr. C. Thiis)*, a town with 13,400 inhab., lies



Geograph. Anstalt von Wagner & Debes Leipzig



Geograph. Anstalt von Justus Perthes in Gotha.

Risum

Wagner & Debes Leipzig.

on the Christiania Fjord, at the mouth of the *Glommen*, on which the timber of the *Østerdal* (p. 73), the most richly wooded district in Norway, is floated down to the sea. The town owes its importance to its timber-trade with Germany, Holland, France, etc. The busiest quarter is the *Forstad*, on the W. bank of the river, with the railway-station, a large new church, a theatre, and the 'Forlystelsehus Valhalla', a popular place of amusement. The old town on the left bank was founded by King Frederick II. in 1570, and was once strongly fortified. A steam-ferry plies between these two parts of the town.

About 7 Kil. to the E. of Fredrikstad, and 6 Kil. to the S. of Sannesund, lies *Tosekilen* or *Hundebunden*, a pleasant sea-bathing place. About 10 Kil. to the W. of Fredrikstad is the *Hankø Kyst-Sanatorium* (three hotels and numerous villas; pension 120 kr. per month), which has daily steamboat communication with Christiania (6 hrs.) and Fredrikstad (1 hr.).

Beyond Fredrikstad we pass on the left some curiously worn rocks. Pleasant views of the broad river. The train crosses an arm of the Glommen. The banks are covered with saw-mills, timber yards, and brick-fields. 103 Kil. *Greaker*. The train quits the Glommen. 106 Kil. *Sannesund*, station for the S. port of Sarpsborg, with the quay of the Fredrikshald steamers.

109 Kil. **Sarpsborg** (*Rail. Restaurant; Victoria Hotel*, R. 2¼, D. 2, B. 1 kr.; **Aarsland's Hotel*, **Christiansen's Hotel*, R. 1½-2 kr.), a small town on the left bank of the Glommen, was founded in 1840 on the site of an ancient town destroyed in 1567. To the N. of the town the river forms the lake of *Glengshølen*, and to the S.E. the huge **Sarpsfos*, which affords water-power to numerous saw-mills, paper and cellulose factories, etc. At *Hafslund*, on the left bank of the river, are some aluminium works with an electric plant of 20,000 horse-power. The joint population of the two places is 4000.

A few hours suffice to visit the fall. From the station we either follow the road through the town, or turn immediately to the left, and then to the right, by a path which rejoins the road. The road then leads under the railway and with it crosses the fall by a *Suspension Bridge* (see p. 80). The finest point of view is a rocky projection to which we descend in a few minutes to the right on this side of the bridge. The huge volume of water, 116 ft. in width, falls from a height of 74 ft. The scene is most impressive in May and June. More than one-third of all the timber exported from Norway is floated seaward on the Glommen (5,340,000 logs in 1897; comp. p. 23). On the left bank there is a channel ('Tømmer-Rende') for the descent of the sawn wood. The buildings adjoining it (reached by turning to the right beyond the bridge) afford another superb view of the fall. In the winter of 1702 a portion of the right bank, 2000 ft. long and 1300 ft. broad, on which lay a large farm-house, having been gradually undermined by the water, fell into the river with all its inmates and cattle. — From Sarpsborg to *Ski*, see p. 78.

The train now crosses the Glommen by a lofty bridge, borne by the four piers of the suspension-bridge above mentioned, and overlooking the Sarpsfos to the right. 119 Kil. *Skjeberg* (128 ft.), in a marshy hollow; 131 Kil. *Berg* (230 ft.). Woods and patches of arable land ('Smaa-Lene') alternate with marshes and meadows. Farther on the train reaches the *Idefjord*, and affords a view of the *Bratø*. On the fjord are some large marble-polishing works, the marble for which comes from Fuske, near Bodø (p. 234). Several tunnels. The train passes between the fjord on the right and a rocky height on the left. It then skirts the grounds of the *Villa Rød* (Pl. A, 2; visitors admitted), and crosses the *Tistedals-Elv*.

137 Kil. **Fredrikshald.** — **Hotels.** *Grand Hôtel, new, R. 1½-2 kr., B. 80 ø.; *Iversen's Hotel, these two at the station (Pl. C, 3); *Schultz's Hotel (Pl. b; D, 3), Kirkestræde, R. 2 kr., B. 80 ø. — *Rail. Restaurant.*

Steamers to *Strömstad* once or twice daily (fare 1½ or 1 kr.); to *Christiania*, see p. 11. — Brit. vice-consul, *Mr. W. Klein.*

The ascent of the *Fredrikssten* (there and back) takes about 1½ hr. (carr. 3 kr.), including the excursion to Wein 3 hrs. (carr. 7 kr.).

Fredrikshald, an old town with 12,000 inhab., rebuilt after a fire in 1826, is picturesquely situated on both banks of the *Tistedals-Elv*, which here enters the *Idefjord*. It is one of the centres of the timber traffic of E. Norway and the adjoining parts of Sweden. Upwards of 1,000,000 logs were collected here in 1897. On the S.E. it is commanded by the once important fortress of *Fredrikssten*. The villas of the wealthy merchants line the fjord.

Fredrikshald owes its name to the bravery with which the inhabitants repelled the attacks of the Swedes in 1658-60, in consequence of which Frederick II. exchanged its old name of *Halden* for Fredrikshald, and in 1661-66 founded the fortress of Fredriksten. The Swedes under Charles XII. again attacked the town in 1716, and were again unsuccessful, chiefly owing to the gallantry of *Peder* and *Hans Kolbjørnsen*. In 1718 Charles XII. besieged Fredrikshald a second time, but was shot in the trenches at the back of the fortress on 11th Dec., whereupon his army raised the siege.

A walk on the harbour (Pl. C, 4) affords a fine view of the Fredrikssten and of the islet of Saugø (p. 81). Adjoining the harbour is the market-place (Torvet; Pl. C, D, 3), where a simple monument commemorates the gallantry of the brothers *Kolbjørnsen*.

We follow P. Kolbjørnsen's Gade to the E., cross the outer wall of the fortress, and ascend a broad road in 8-10 min. to the gate ('V. Port' in the annexed Plan) of the *Fredriksten (Pl. E, 3, 4; 365 ft.; admission free). This fortress crowns a rock rising precipitously on three sides, and dates in its present form chiefly from the reigns of Frederick V. (d. 1766) and Christian VII. (d. 1808). The garrison consists of a few companies of infantry. The best point of view is the *Brandbatteri* (Pl. 11; E, 4), with a flagstaff and some guns, immediately to the left beyond the Vest-Port.

A good view is also obtained from the Klokketaarn, the way to which should be asked. Passing through the fortress to the E. gate ('Ö. Port'), where to the S. and S.E. we observe the once important forts of *Overbjerg*, *Stortaarnet*, and *Gyldenløve*, we turn to the left. Where the road divides, we again turn to the left (the road to the right leading to the town and to the Tistedal), and soon reach a wooden gate leading into the *Commandant Park* and to the *Monument of Charles XII.*, erected in 1860 by the Swedish army. It consists of a cast-iron pyramid with an inscription by Tegnér, to the effect that the hero, 'alike in fortune and misfortune, was the master of his fate, and, unable to flinch, could but fall at his post'.

'His fall was destined to a barren strand,
'A petty fortress, and a dubious hand;
'He left the name at which the world grew pale,
'To point a moral or adorn a tale'. *(Sam. Johnson.)*

Adjacent are a stone and cross, marking the exact spot where the hero fell in 1718. — If time is limited we return by the same route.

Leaving the park by the S.W. exit (comp. Pl. F, 4), we reach the Tistedal road a little below the bifurcation mentioned above, and descend in 6-8 min. to a broader road leading from Fredrikshald to Id. We turn to the left and after 5 min. diverge to the right. (A finger-post on the left shows the way to the *Skonningfos.*) After 9 min. (not to the left over the Skonningfos bridge, which affords a view up the valley to the villa of Wein, but) straight on, ascending gradually by the road on the left bank for ½hr., and crossing the bridge to the left to TISTEDALEN. We then ascend to (10 min.) the high-lying yellow country-house of *Wein* (pron. 'Vane'), which commands a view of the Femsjø (see below) and of the Tistedal, extending to Fredrikshald. We retrace our steps nearly to (8 min.) the church of Tistedalen, and, keeping to the right, descend on the left bank of the river to (35-40 min.) the Skonningfos bridge, from which 20 min. more bring us to *Peder Kolbjørnsen's Park* (Pl. D, E, 2).

Time permitting, the traveller may take the ferry (10 ø.) to the **Saugø** and walk through a narrow valley to the other side of it. Fine view of the fjord with Bratø and the Swedish coast opposite.

FROM FREDRIKSHALD TO CHRISTIANIA BY SEA, steamer daily, except Mon., in 7½-11 hrs. (fare 4½ or 3 kr.). The passage from the *Idefjord* through the *Svinesund* into the wide *Single Fjord* is picturesque. For the rest of the route, see p. 83.

On leaving Fredrikshald, we have a view of the pretty Tistedal, with its waterfalls, mills, factories, and country-houses. The train quits the valley by a short tunnel at (140 Kil.) *Tistedalen*, and runs along an ancient moraine resembling an embankment.

At (141 Kil.) *Femsjøen* we obtain a beautiful view of the lake of that name (275 ft.), 6½ Kil. long, which is connected with the large *Aspern* (340 ft.), the *Aremarks-Sjø*, the *Ødemarks-Sjø*, and the *Ørje-Sjø* by canals constructed for the timber traffic. A small

steamboat plies thrice weekly from Tistedalen to Skullerud (a pleasant trip, though seldom made).

The fortress of Fredrikssten is visible to the W. for a short time. Several tunnels. Glimpse (right) of part of the fjord of Fredrikshald. Beyond (150 Kil.) *Aspedammen* (left) we get a glimpse of the *Ørsjø*. Large timber-yards are passed near (159 Kil.) *Præstebakke*, beyond which we enter a thickly wooded district.

167 Kil. **Kornsø** (475 ft.) is the last Norwegian station, but the Norwegian customs-examination usually takes place at Fredrikshald.

The line crosses the Swedish frontier. The district, almost uninhabited, is marked by the traces of forest conflagrations. At (178 Kil.) **Mon** *(Rail. Restaurant)* the Swedish custom-house examination takes place (comp. p. 301). Beyond Mon the train traverses a bleak heath, surrounded by barren hills. 185 Kil. *Hökedalen*.

189 Kil. **Ed** (**Rail. Restaurant*, D. 1½ kr.), prettily situated above the *Stora Lee* (branch-line, 1¾ M.). By the station is a small monument to *Nils Ericsson*, the engineer (p. 288). A few paces farther on we obtain a fine view of the lake.

The district beyond Ed abounds in marshes. Scenery monotonous. At (207 Kil.) *Bäckefors* we cross the line from Uddevalla to Bengstfors (p. 84). Beyond a tunnel we pass the *Tiåkersjö* on the right. 217 Kil. *Dalskog*. Farther on, to the left, we come in view of *Lake Wenern* and the small chalybeate baths of *Råstok*.

233 Kil. *Mellerud* (Rail. Restaurant), junction of the Gotenburg and Falun Railway (R. 55) and of a line to (3 Kil.) *Sunnanå* on Lake Wenern. — From Mellerud to (124 Kil.) —

356 Kil. *Gotenburg*, see RR. 42, 55.

14. From Christiania to Gotenburg by Sea.

325 Kil. (201 M.). STEAMBOATS. The 'Oscar Dickson' and 'Albert Ehrensvärd' ply twice weekly, leaving Christiania on Wed. & Frid. nights and Gotenburg on Sun. & Thurs. mornings (16 hrs.; fare, first-class only, 16 kr.). They steer within the island-belt ('indenskjærs', Swed. 'inomskärs'), calling at the following intermediate stations: *Strömstad* (whence local boats ply daily to *Fredrikshald*), *Haftensund*, *Grebbestad*, *Fjellbacka*, *Smögen* (Sun. only), *Tången*, *Lysekil*, and *Marstrand* (Sun. only). — The quick steamer 'Göteborg' performs the voyage by day in 13 hrs., leaving Christiania on Tues., Frid., & Sun. (Gotenburg on Mon., Wed., & Sat.), and calling at *Strömstad*, *Lysekil*, and *Marstrand* (fare 16 or 12 kr.). — Good local steamers also ply from Gotenburg (Stenbro; Pl. F, 2) once daily to *Uddevalla* (5½ hrs.; 4 kr.) and several times daily to *Marstrand* (2 hrs.; 1 kr. 75 ø.; comp. Kommunikationer 198).

The voyage through the Swedish island-belt ('skärgård') is interesting, though the scenery can hardly be described as picturesque. Thousands of islands, either entirely barren or clothed only with some scanty vegetation on their E. side, break the force of the waves of the *Kattegat* and *Skager-Rack*, and hence the sea is generally calm. The climate here is said to be unusually healthy, the sea-bathing places are much frequented, and the water is much

salter and purer than in the recesses of the long Norwegian fjords. The inhabitants are chiefly fishermen, sometimes wealthy, and are descendants of the ancient vikings, who have left representations of their exploits in the 'Helleristningar' (see below) still to be seen in the parish of *Tanum* near *Grebbestad*, at *Brastad* near *Lysekil*, and elsewhere. At many points on the coast there are remains of ancient castles, tombs, stone chambers ('valar'), and monuments ('bautastenar'), so that this region *(Bohuslän)* is justly regarded as a cradle of northern sagas. The cod, herring, lobster, and oyster fisheries are the most important. Windmills crown almost every height. The thousands of islands through which the steamer passes are little more than bare rocks.

The *Christiania Fjord down to *Moss* is described in R. 1. Below Moss the fjord widens, and the scenery becomes less interesting. At the mouth of the fjord we steer to the E. into the picturesque fjord of *Fredrikstad* (p. 78). We then pass the *Hvaløer* (right) and the *Singeløer* (left), and enter the narrow *Svinesund*, the boundary between Norway and Sweden, on a bay of which (the *Idefjord*) lies **Fredrikshald**, commanded by the fortress of *Fredrikssten* (see p. 80). The Gotenburg steamers, however, do not call at Fredrikstad or at Fredrikshald, but steer direct to —

Strömstad *(Gästgifvaregård; Stads-Hotel;* British vice-consul, *Mr. W. T. Lundgren)*, the first Swedish station, a favourite watering place (pop. 2600; mud and sea baths), at the efflux of the *Strömså* from the *Strömsvatn*. The *badgyttja* ('bath-mud') is obtained near the town. In the environs are numerous caverns and 'giant's cauldrons' *(jättegryttor)*, formed partly by water and partly by glacier action. Strömstad is a great depot of oysters and lobsters. At *Blomsholm*, $4^1/_2$ M. to the N.W. of Strömstad, is a 'stensättning' (standing stones; comp. p. 273) in the form of a ship.

Beyond Strömstad the vessel steers through the narrow *Harstensund*, passes the *Nordkosters Dubbelfyr* (lighthouse) on the right, and steers S.E. through the *Kosterfjord*. Near *Grebbestad* is the battlefield of *Greby*, with numerous 'bautastenar', supposed to commemorate a defeat of Scottish invaders. In the neighbouring parish of *Tanum* are a great many 'Helleristningar' or 'sgraffiti', consisting of figures of men and animals, ships, symbols, etc., scratched on the rocks in prehistoric days.

Fjellbacka, the next station, with 800 inhab. and a brisk trade in anchovies, is curiously situated at the foot of a rock. In this rock is the *Rammelklåva* or *Djefvulsklåva*, a narrow cleft, near the top of which several large stones are wedged in. To the W. are the *Väderöar* and the *Väderbodsfyr*. We now enter the *Sotefjord*, with its dangerous sunken rocks ('blindskär'), swept by the waves of the Skager-Rack. On the peninsula of *Sotenäs* to the left are the fishing-villages and bathing-places *Smögen*, *Grafverna*, and

Tångenn. We next pass the *Hallö Fyr* and the *Malmö*, with quarries of brown granite. Steering S.E., we then call at —

Lysekil *(Hotel Bergfalk; Hot. Lindberg; Hot. Göteborg;* British vice-consul, *Mr. W. F. Thorburn)*, a favourite watering-place (2800 inhab.), with pleasant villas, on the long peninsula of *Stångenäs*, which with the *Bokenäs* forms the *Gullmarsfjord*, extending far inland. Though Lysekil lacks shade, it vies in popularity with Marstrand. Good bathing. Sailing-boats 1 kr. per hour. Extensive view from the *Flaggberg*.

Beyond Lysekil the Uddevalla steamers take the inner course ('inre vägen'), through the *Svanesund* and between the islands of *Orust* and *Tjörn* and the mainland. They touch at *Stenungsö*, *Ljungskile*, and other small watering-places.

Uddevalla *(Uddevalla Hotel; Cramer's Hotel; Hot. Norden)*, a town with 7600 inhab., a cotton-mill, and a small museum of antiquities, is prettily situated on the *Byfjord*. The *Kålgårdsberg* is the best point of view. The *Kapellbackar* (200 ft.), hills of shell-marl, to the W., are interesting. Near the town are the baths of *Gustafsberg*.

Railways run from Uddevalla to *Öxnered* (p. 285) and to *Bäckefors* (p. 82; 60 Kil., in 3 hrs.) and *Bengtsfors* (89 Kil., in 4½ hrs.), on the Dalsland Canal (p. 288).

The Gotenburg steamers follow the outer course ('ytre vägen') to the W. of the islands of Orust and Tjörn. To the left lies *Fiskebäckskil*, a bathing-resort with a zoological station of the Stockholm Academy of Sciences. Farther on we touch at the *Gåsö* (right), where several prosperous skippers reside, at *Grundsund* (left), and at *Gullholmen* on the *Hermanö* (right). We pass the *Måseskär* and the *Kärringö*, with their lighthouses, and sight the red houses and the church of *Mollösund*, on the island of Orust. The rocks are covered with *Klipfisk* (p. 236). The larger steamers now pass through the *Kirkesund*, the smaller through the shallow *Albrektssund*. Among the frequent lighthouses and beacons we next observe the *Hamnskärs Fyr*, near the dangerous *Paternoster Skär*, to the N. of Marstrand.

Marstrand *(*Stads-Hotel; Central Hotel, Sommer Hotel*, rooms only; British vice-consul, *Mr. C. A. Christenson)*, a town with 1600 inhab., on the E. side of a small island, is visited by about 2000 sea-bathers annually. Handsome church of St. Mary, of 1460. The sea here is generally calm, being protected by the island-belt, and the water is very salt and bracing. The mild climate has gained for Marstrand the name of the 'Swedish Madeira'. Pleasant walks surround the town, and in the Societets-Park is the *Alphyddan*, a good restaurant (board from 2½ kr.). Opposite the town rises the fortress of *Karlstén*, once called the 'Gibraltar of the North' (view; fee). To the N. is the *Koö*, with the bathing-place of *Arvidsvik*.

Farther on we pass the large island of *Björkö*. To the left opens the *Elvefjord*, into which the N. arm of the Göta-Elf discharges. Beyond *Elfsborg* the steamboat reaches the mouth of the *Göta-Elf*, which it ascends in ½ hr. more to —

Gotenburg (p. 277).

WESTERN NORWAY.

(As far as Trondhjem.)

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15. From Christiansand to Stavanger by Sea.

Excursions from Stavanger.

The distance from Christiansand is officially stated at 32 Norwegian sea-miles (206 Kil. or 128 Engl. M.), but the course of the steamer is considerably longer. The distances given below are given in Norwegian sea or nautical miles (S.M.; 1 S.M. = about 4 Engl. M.) from station to station. Steamboats, of different companies, ply daily in 17-20 hrs. (fares 12 kr. 80 ø., 8 kr.; to Bergen, 21 kr. 20, 13 kr. 25 ø.). As the voyage is often rough, particularly between Ekersund and Stavanger, many travellers take their passage to *Ekersund* only (11 hrs. from Christiansand), and go thence to Stavanger by railway.

The voyage by the Large Steamers presents few attractions, as the coast is imperfectly seen from the steamboat; but the entrance to the Flekkefjord and some other points are striking. The vessel's course is at places protected by islands *(Skjær)*, but is often entirely in the open sea, particularly off Cape Lindesnæs, on the coast of Listerland, and near Jæderen. The small Local Steamers are much slower and call at many unimportant stations, but they afford a good view of the interesting formations of the coast. The fjords are continued inland by narrow and deep valleys, gradually rising towards the bleak and barren table-lands *(Fjeldvidder)* of the interior. These valleys are usually watered by rivers which frequently expand into lakes, and their inhabitants, the *Oplandsfolk*, are mostly engaged in cattle-rearing. Each valley forms a little world of its own, with its own peculiar character, dialect, and customs. The *Kystfolk*, or dwellers on the coast, are much engaged in the export of mackerel and lobsters to England.

Christiansand, see p. 2. — The first steamboat-station is ($2^1/_2$ hrs.) Mandal. On *Ryvingen*, an outlying islet about $4^1/_2$ M. to

the S., which is the first land sighted as we approach Norway from the S., is a lighthouse, with a light equal to 34 million candles.

6 S.M. **Mandal** *(Svendsen's Hotel;* British vice-consul, *Mr. T. F. Andorsen)*, the southernmost town in Norway, with 3800 inhab., consists of *Mandal*, *Malmø*, and *Kleven* (with the harbour), and is situated partly on rocky islands, at the mouth of the *Mandals-Elv*. Ad. Tidemand (pp. 14, 15) is a native of Mandal. — A pleasant excursion may be taken up the valley of the Mandals-Elv, viâ the (45 Kil.) *Hotel Trygstad*, to the (100 Kil.) *Aaserals Turist-Hotel og Sanatorium* (1150 ft.; 60 beds; English spoken, pens. from 3½ kr.), on the *Logavand*, where there is good shooting and trout-fishing.

Beyond Mandal we pass the mouth of the *Undals-Elv* and the conspicuous lighthouse on **Cape Lindesnæs** (formerly *Lindandisnæs*, Engl. *Naze*, Dutch *Ter Neuze*), 160 ft. in height. This cape is the southernmost point of the Norwegian mainland, and since 1650 has been marked by a beacon-light (the earliest in Norway). The part of Norway to the E. of a line drawn from Cape Lindesnæs to the promontory of Stadt (p. 169) is called *Søndenfjeldske* or *Østenfjeldske Norge*, that to the W. *Vestenfjeldske Norge*. In 2½ hrs. more we reach —

6 S.M. **Farsund** *(Jansen's Hotel*, fair; British vice-consul, *Mr. I. P. Sundt)*, a small seaport with 1700 inhab., near the mouth of a fjord running inland in three long ramifications, into the easternmost of which falls the *Lyngdals-Elv*. — The steamboat now steers towards the N., passing the lighthouse of *Lister*, and then the mouth of the *Feddefjord* on the right. Steaming up the *Flekkefjord*, we next call at (2½ hrs.) —

6 S.M. **Flekkefjord** *(*Wahl's Hotel;* British vice-consul, *Mr. J. P. M. Eyde)*, a prettily situated seaport, with 1700 inhab. and a good harbour. To the S.E. lies (10 Kil.) *Fedde*, on the fjord of that name, to which the *Kvinesdal* descends from the N.E.; and to the N. runs the *Siredal*, with the *Siredalsvand* (120 ft.), the outlet of which falls into the *Lundevand*. Between these lakes runs the still uncompleted railway-line from Flekkefjord to Ekersund.

After quitting the Flekkefjord the steamer passes the mouth of the *Sira*, which empties itself into the sea in a cascade. For a short distance the coast-cliffs are covered with grass.

Rægefjord (not always called at) is the station for *Sogndal*. In 3½ hrs. from Flekkefjord we reach —

8 S. M. **Ekersund.** — Salvesen's Hotel, 6-7 min. from the pier and 4 min. from the railway-station, R. 1¾, D. 2, S. 1 kr., very fair; Grand Hotel, Jæderen, in the market near the station, English spoken. — British vice-consul, *Mr. O. M. Puntervold.*

Ekersund or *Egersund*, a town with 2900 inhab. and a large porcelain-factory, lies in a rocky region, at the S. end of *Jæderen*, the flat coast-district extending to Stavanger, which affords good fishing and shooting. A fine survey of the environs is obtained from the rocky hill marked by a pole on the top, reached in 25 min. by a

narrow street opposite the railway-station, and an ascent to the right past the cemetery and a farm-house.

The RAILWAY FROM EKERSUND TO STAVANGER (76 Kil., in 2½-3¼ hrs.; fares 4 kr., 2 kr. 48 ø.), which traverses this coast-plain, is unattractive, but in bad weather will be preferred by many travellers to the steamboat. The chief stations are: (38 Kil.) *Nærbø* (restaurant); (46 Kil.) *Time*, with a woollen-factory; *Sandnæs* (61 Kil.), a little manufacturing town (2000 inhab.), prettily situated at the S. end of the *Stavanger Fjord*; and (76 Kil.) *Stavanger*.

The STEAMBOAT on leaving Ekersund passes the *Ekerø*, a large island with a lofty iron lighthouse. The coast here is unprotected by islands, and the sea is often rough. The steamer affords a distant view of the flat and dreary coast, enlivened with a few churches and the lighthouses of *Obrestad* and *Feiesten*. To the N. of the latter, and about 12 Kil. from Stavanger by road, is the church of *Sole*, adjoining which are the ruins of the old church, said to date from the 12th cent., and now fitted up as a dwelling by Hr. Bennetter, a Norwegian artist. We steer past the *Flatholm Fyr* and the mouth of the *Hafsfjord*, where Harald Haarfager (p. 97) gained a decisive naval victory in 872, which gave him the sovereignty of the whole country, and released him from a vow, taken ten years previously, not to cut his hair until he should be king of all Norway. To the left rises the lighthouse on the *Hvitingsø*. A little farther on, the vessel turns to the E., passes the *Tungenæs*, a promontory with a lighthouse, and (4 hrs. from Ekersund) reaches —

15 S.M. **Stavanger.** — **Hotels.** GRAND HÔTEL, Valbjerg-Gade, corner of the Nedre Holme-Gade (Pl. C, 2), R. 2½-3, B. 1, D. 3, S. 2 kr.; HÔT. NORDSTJERNEN, Provstebakken 2, corner of Kirke-Gade (Pl. C, 2); WESNÆS HOTEL; O. LARSENS ENKE'S PRIVATE HOTEL, Nordbø-Gade 4, near the steamboat-quay, small. — **Confectioners & Cafés:** *Haar*, Kirke-Gade; *Juell*, Kongs-Gade 34, near the park.

Carriages at *Carlsen's*, Øvre Strand-Gade; *Svele's*, Bergeland-Gade, etc. Carr. with one horse, 1-4 pers., 1, 1½, or 2 kr., two horses 2½ kr. per hr.

Shops. Goldsmith: *Hellstrøm*, Nedre Holme-Gade 22. Furrier: *Ol. Jensen*, Kirke-Gade 44. Fishing-tackle: *J. Rasmussen & Racine*, Østervaag; Wood-carving, embroidery, etc.: *Stavanger Husflidsforening*, Kirke-Gade 20.

Post & Telegraph Office, Øvre Holme-Gade (Pl. C, 2). — **Banks:** *Norges Bank*, Skagen, beside the Torv (Pl. C, 2, 3); *Stavanger Privatbank*, near the Grand Hôtel. — **Tourist Agents:** *Th. Bennett og Sønner*, Øvre Holme-Gade; *F. Beyer* (p. xiv; agent, C. Middelthon), on the steamboat-quay.

Sea Baths, at the Strømstenen (Pl. F, 2), to the E. of the town. — **Warm Baths**, in Jorenholmen

British Vice-Consul, *Mr. Berentsen*, who will also change English money.

Stavanger, capital of the 'Amt' of that name, with 26,000 inhab., prettily situated on a branch of the *Bukkenfjord*, or *Stavanger Fjord*, is the commercial centre of the *Ryfylke*, the district enclosing the fjord, and is also one of the oldest towns in Norway. It dates from the 8th or 9th century, but as it has suffered frequently from fires, it now presents quite a modern appearance. Alex. L. Kjelland, the poet (b. 1849), a native of the town, has been burgomaster of Stavanger since 1892. About 400 vessels, including

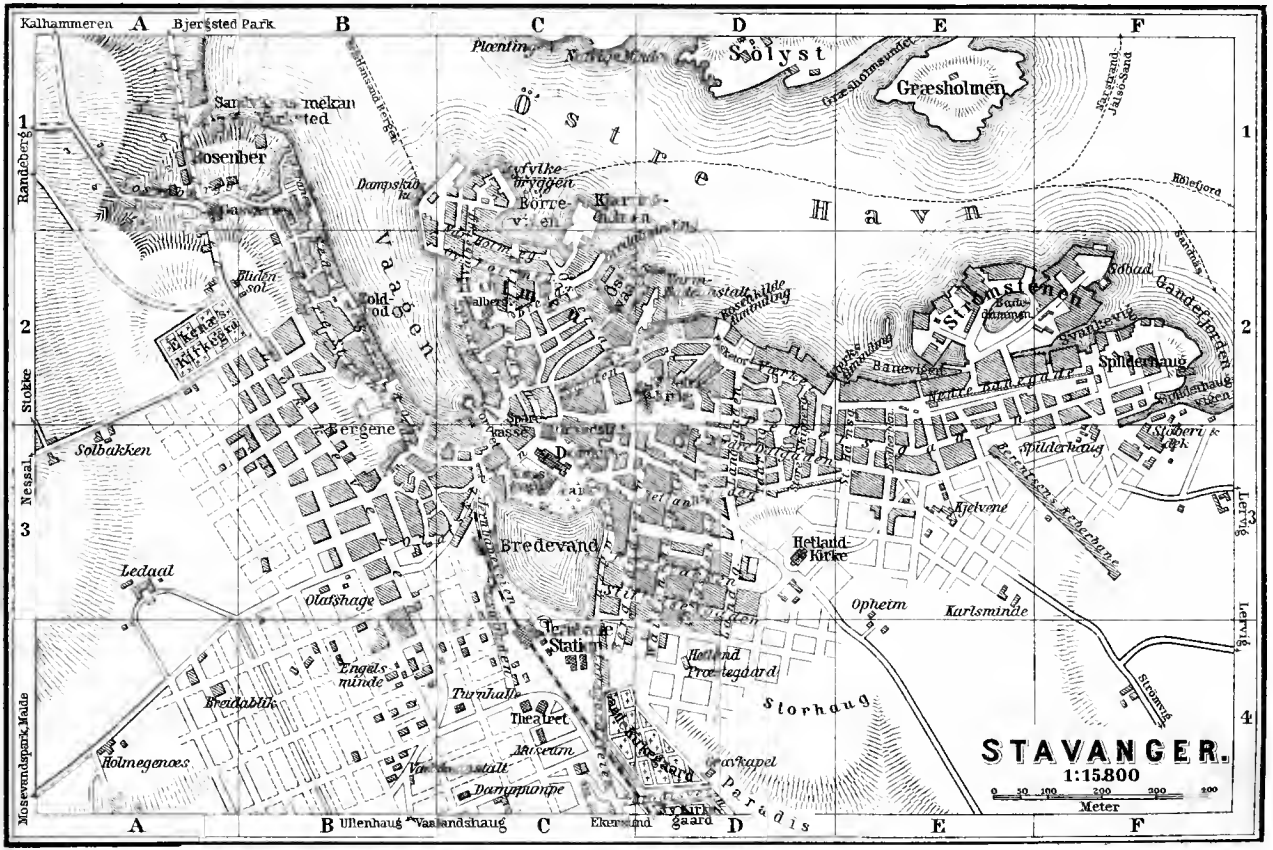
60 steamers, with 4450 sailors, belong to the port. Fish is the chief export, particularly herrings, anchovies, and mackerel. Stavanger is the first port of call for the steamers from Newcastle, Hull, Rotterdam, and Hamburg.

The quay of the large steamers (Pl. B, 1) is at the mouth of the harbour of *Vaagen*, which runs far inland, on the N.W. side of the peninsula of *Holmen*. That of the fjord steamers is on the N.E. side of Holmen (Ryfylke-Bryggen; Pl. C, 1). The main street of the Holmen quarter is the Kirke-Gade, which, passing the *Valbergtaarn* (Pl. C, 2; fine view from the top), leads in 6 min. to the cathedral. Opposite is the town-hall, with the *Brandvagt* (Pl. C, 3), where the key of the church is procured.

The * Cathedral (Pl. C, 3), the most interesting building in Stavanger, and the finest church in Norway after the cathedral of Trondhjem, was founded by *Bishop Reinald*, an English prelate, at the end of the 11th cent. and dedicated to *St. Swithin* (*Suetonius*, Bishop of Winchester, d. 862). In 1272 it was burned down, but was soon afterwards rebuilt in the Gothic style. After the Reformation it was sadly disfigured, but since 1866 it has been restored by the architect Von der Lippe of Bergen. The nave is separated from the aisles by massive pillars, five on each side, in the peculiar northern Romanesque style, which evidently belong to the original edifice. The choir, which adjoins the nave without the intervention of a transept, terminates in a square form, and has a very effective E. window. Its rich Gothic style points to a date considerably subsequent to the fire of 1272. The choir is flanked with four towers, two at the E. end, and two very small ones at the W. end. The aisles and the S. side of the choir are entered by remarkably fine portals. Pulpit of 1658 and Gothic font in the interior.

To the S. is the *Kongsgaard* (Pl. C, 3), with its old chapel (*Munkekirke;* recently restored), once the residence of the bishop, who was transferred to Christiansand in 1685, now the *Latinskole*. — To the E., by the *Bredevand*, is a small *Park* (Pl. C, 3), adjoined by the *Kongs-Gade*, a favourite promenade skirting the lake. — To the S., near the railway-station (Pl. C, 4), is the modern Roman Catholic *St. Svithunskirke*, in the old Norse style. Farther on are the *Theatre* and the *Museum* (Pl. C, 4), the latter a conspicuous light-coloured edifice on an eminence, containing antiquities, natural history specimens, etc. Beside the museum is a new *Hospital*. — The *St. Petrikirke* (Pl. D, 2) was built by Von der Lippe in 1863-65. — The Peders-Gade, nearly $^1/_2$ M. long, leads to the docks by the *Spilderhaug* (Pl. F, 2).

On the hill to the N.W. of the town lies the *Bjergsted*, or public park, the upper part of which commands a fine view of Stavanger. The park may be reached on foot in 20-25 min. viâ the Lokkevei (Pl. B, 3, 2) and the Bjergstedvei (Pl. A, 1), or by rowing-boat (20 ø. per pers.) from the steamboat-quay in 10 minutes.


STAVANGER.
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Meter
Kalhammeren
Bjergsted Park
Randeberg
Stokke
Nessa
Mosvendspark, Malde
Sølyst
Grøsholmen
Østre Havn
Vaagen
Bergene
Bredevand
Hetland Kirke
Kjelvene
Kjelvig
Lervig
Ledaal
Oladshaugen
Solbakken
Storhaug
Paradis
Strømsleien
Strømsbad
Gandesgaten
Spildernaug
Kurlsminde
Ophelm
Hetland Præstegaard
Theatret
Turnhallen
Engelsminde
Breidablik
Holmegenæs
Ullenhaug
Vaalandshaug
Ekersund
Dampskibsbrygge
Dampskibsbro
Dampmølle
Jernbanestation
Sparebasse
Børsen
Telegraf
Banevidget
Skydsstation
Kirkegaard
Kirkekapel
Ny kirke
Gravgaard
Jakobs Sand
Kjørgrund
Græsholmsundet
Ellefjord
Fiskernes Kirkegaard
Hansens Bergen
Plantning
Nyvikebryggen
Borrevigen
Kartofler
Havn
Bad
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Ny kirke
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Jernbanestation
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Telegraf
Banevidget
Skydsstation
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Gravgaard
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Græsholmsundet
Ellefjord
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Norsk Mil.
Kilomètres.
Engl. Miles.
Bjelland, Fjære
Seliestad
Röldal, Hardanger
Haukelid, Thelemarken
Sætersdal
Haugesund
Udbjö
Skoneviks Fjd
Stördals V.
Sande Fjord
Hyls Fjord
Vinde Fjord
Sandeid Fjord
Suledal
Saude
Sand
Vikedal
Sandeid
Stödle
Gjerde
Nerstrand
Halsenö
Borgundö
Skonevik
Grindheim
Kvenne Heia
Drakeheia
Napen
Skavlen N.t
Jelsö
Erfjord
Vats
Skjold

BUKKEN
FJORD
STAVANGER
Randö
Findö
Rennesö
Ombö
Stjernerö
Kirkeö
Sörbö
Askö
Strand
Hängö
Idsö
Holmengrå
Riskekverven
Lid N.
Gjöse
Hesteö
Ekersund
Kristiansand, Bergen
Geograph. Anstalt von
Oltesvik, Frafjord
STAVANGERFJORD
Wagner & Debes, Leipzig

The finest views of the town, the fjord, and the surrounding mountains are enjoyed from the **Vaalandshaug* or *Vaalandspiben* (330 ft.), with the waterworks and a tower (rfmts.), $^1/_2$ hr. from the cathedral (past the museum and the Egenæs fire-station, then to the left). — The view from the tower on the *Ullandshaug* (460 ft.), 35 min. farther on, is more extensive but less picturesque. The inscription on the tower refers to Harald Haarfager's victory in 872, the scene of which is descried in the distance (p. 89).

An excursion may be taken to *Sole*, a village on the coast of Jæderen, 12 Kil. to the S.W. (p. 89). We may then retnrn by *Malde*, to the N. of Sole, along the Hafsfjord (p. 89).

The Stavanger Fjord.

The *Bukkenfjord* or *Stavanger Fjord*, a broad basin to the N. of Stavanger, is studded with numerons islands and has ramifications indenting the land in every direction, some of them with smiling shores, others enclosed by precipitous cliffs. The lower part of the slopes is generally cnltivated, while snow-fjelds appear in the background. The only inhabited places are the islands and the deposits of débris at the foot of the cliffs. The scenery is little inferior to the finest on the Hardanger Fjord.

a. The Lysefjord.

STEAMBOAT on the first Sun. & Wed. in each month to *Lysebunden* at the E. end of the fjord; there and back in 9-10 hrs. The excursion steamers on otber Sundays (2 kr.) are not recommended. On three days a week all the year round tbe steamer calls at *Høgsfjord* and at *Fossand* (2 hrs.), at the entrance to the fjord. On these days a rowing-boat may be taken from Høgsfjord or from Fossand to Lysebunden, returning next day (with two rowers 15-20 kr.), but this is fatiguing and not recommended.

Høgsfjord or *Hele* (tolerable quarters), to which we may also drive from rail. stat. Sandnæs (24 Kil., in 3-4 hrs.), lies on the *Helefjord*, nearly opposite the mouth of the Lysefjord, on which lies *Fossand*, near the church of *Gjøse*. A large moraine here led Esmark, the Norwegian savant, about the year 1821, to the conjecture that the whole country was once covered with glaciers.

The **Lysefjord**, the grandest fjord on the S.W. coast of Norway, is an arm of the sea, 500-2000 yds. broad, 37 Kil. long, and at places 1400 ft. deep, and enclosed by precipitous cliffs rising to a height of 3300 ft. The fjord is almost uninhabited. Opposite *Høleslid* lies the island of *Holmen*. About 20 min. later the steamer comes in sight of a curious rock high up on the N. bank. At the head of the fjord ($2^1/_2$ hrs. by steamer from Fossand), among huge rocks, lies the station of *Lysebunden* (two beds of the Stavanger tourists' club at the gaard *Nerebø*). On the *Kjerag*, a mountain towering above the head of the fjord on the S. side, a curious phenomenon is sometimes observed (last seen on Nov. 10th, 1897, after a cessation for many years). A crash like thunder is heard, and immediately after it rays or jets of steam shoot out horizontally from a kind of cavern in the face of the rock at least 2000 ft. above the fjord.

From Lysebunden to *Helle* in the Sætersdal, very fatigning, see p. 4.

The *Frafjord*, as the S.E. end of the Høle fjord is called (visited twice weekly by the steamer), is also worth visiting. There is a good salmon-stream here.

b. The Sandsfjord, Hylsfjord, and Saudefjord.

STEAMBOATS. The 'Robert' (good restaurant on board), starting four times weekly from the quay at the Vaagen, and the boats of the Stavanger Steamship Co., starting 7 times weekly (not on Frid.) from the Ryfylke-Brygge, ply to *Sand* in 4-5½ hrs. (fare 2 kr. 50 ø.); to *Saude* in 5½-7¼ hrs. (fare 3 kr. 60 ø.).

On leaving Stavanger we get a glimpse of the open sea to the left, but it is soon shut out by the islands. On the left lies the *Vadsø*. On the right are visible the mountains of the mainland, with snowy peaks in the distance. In an hour we pass *Strand* and *Tou*. Between these places opens *Bjørheimskjæften*, a gorge through which the *Bjørheimsvand* empties itself into the fjord.

From Tou a good road leads past the Bjørheimsvand to the *Tysdalsvand*, on which we may row to the gaard *Nedre Tysdal* at the E. end; walk thence over the hill to *Thveit i Aardal*, near *Bergeland*, and follow the road down the *Store Aa* to Aardal (see below), about 27 Kil. in all. From Bergeland the *Hjaafosser* may be visited.

The steamer usually steers N., past the *Talgø* (left; with marble quarries) and the *Fognø* (right), to *Juteberg* or *Judeberget* on the *Findø;* then across an open part of the Stavanger Fjord, where we get a glimpse of the Atlantic (left), to the *Stjærnerø;* thence through a narrow strait between that island and the *Bjergø*, and across the *Nærstrandsfjord* to *Nærstrand*, a summer-resort; next across the mouth of the Sandeidfjord and past the *Foldø* to Jælsø (see below).

The steamers touching at Tou afterwards enter the *Fisterfjord*, call at *Fiskaaen*, and steer up the *Aardalsfjord* to *Aardalsosen* or *Aardal*, near the mouth of the *Store Aa*, which descends from the *Øvre Tysdalsvand* and other, smaller, lakes. (Thence to Thveit, near Bergeland, 8 Kil., see above.) Observe the extensive moraines of ancient glaciers. — Steaming down the fjord again and up the Fisterfjord to the N., we pass between the mainland and the *Randø* and reach *Hjelmeland*, a pleasant village amidst orchards, which has its name from a 'helmet'-shaped hill near the church.

We next enter the **Hjøsenfjord*, with its wild and grand rocks, somewhat resembling the Lysefjord, and call at *Tytlandsvik* or *Tøtlandsvik* on a bay of its S. bank, and at *Valde* on its N. bank.

From the head of the Hjøsenfjord a rough and fatiguing path crosses the mountains in two days to *Viken* in the Sætersdal (p. 5).

Returning to the mouth of the fjord, we next steer N. to *Knutsvik* and then enter the mountainous *Erfjord*, where we call at *Haalandsosen*, and thence direct our course to the W. to *Jælsø*.

Jælsø or *Jelse (Inn)*, which the direct steamers from Stavanger reach in 2½-4 hrs., and the indirect coasters in 5-10 hrs., is a considerable village, with a church. Most of the steamers touch here and exchange passengers for different destinations.

The vessel next steams up the **Sandsfjord**, which gradually narrows and is enclosed by lofty rocks, with several waterfalls. The fjord afterwards expands a little. In 1½-2 hrs. from Jælsø we reach —

Sand (**Kaarhus*, with view, R. 2, B. or S. 1½ kr.; **Rasmussen*, R. 1½, D. 2, S. 1½ kr.), a church-village at the mouth of the *Logen*, which forms the pretty *Sandsfos* 5 min. above the village. Route to the Suldalsvand, and thence to the Breifond Hotel and Odde, see p. 94.

The Sandsfjord now divides into the Hylsfjord to the N.E. and the Saudefjord to the N.

Once a week the steamer enters the **Hylsfjord*, at the grand head of which lies the station of *Hylen*. Fine waterfalls descend from the cliffs.

From Hylen to *Vaage* on the Suldalsvand, 1½-2 hrs. by a good bridle-path ascending the wild *Hylsdal*, and crossing the **Hylsskar*, where we enjoy a splendid view of the lake below (comp. p. 94).

In 1½-2 hrs. from Sand the steamer reaches the head of the **Saudefjord**, at which lie —

Saude or *Søvde* and *Saudesjøen* (**Rabbe's Inn*), pleasantly situated, favourite resorts from Stavanger. Walks to the S.W. to the pretty *Svandal*; to the N.E. to (2 hrs.) *Birkelandsdalen*, with its zinc-mines; to the E., along the fjord, to (35 min.) *Indre Saude*, with the parish-church and a view of the *Søndenaa-Fos*, and thence to (10 min.) the bridge across the stream descending from the *Aabødal*, which here forms the *Høllandsfos*.

From Saude through the Slettedal to Seljestad, 1½ day (road under construction). Guide and provisions indispensable. — As far as the (¾ hr.) bridge at the *Høllandsfos*, see above. About 35 min. farther on is the gaard of *Østreim*. To the right rises the snow-clad *Skavle Nut*. We now begin the ascent; below, to the right, flows the *Stor-Elv*. Several fine views, as we look back on the Saudefjord. About halfway up we reach the gaard of *Fivelland*, and in 2½ hrs. from Saude arrive at the top, commanding a grand rocky landscape. As we once more descend, we enjoy increasingly beautiful views of the *Store Lid-Vand*, with the Snldalsfos, and of the whole basin of Aartnn, a green oasis, with houses, fields, stream, lake, and waterfall, amidst a dreary chaos of rocks.

At **Aartun**, 4½ hrs. from Saude, we find tolerable nightquarters, but poor fare. — The route now enters the *Slettedal* to the N., and leads through a monotonous landscape, passing numerons sæters and waterfalls. After 5 hrs. from Aartun, or about halfway to Seljestad, the path begins to ascend, and soon commands a fine retrospect of the snow-draped Kirke Nut and the Slettedal. Farther on we see the Folgefond (p. 101), a little to the left. We cross a wide tract of moorland with numerous ponds, and gradually descend to the Røldal road and in a few min. reach (10 hrs. from Aartun) *Seljestad* (p. 96).

c. The Sandeidfjord.

Steamer to *Sandeid* twice a week, in 7-8½ hrs. (fare 2 kr. 70 ø.).

The steamers go either by *Judeberget*, *Nærstrand*, and *Jælsø* as above described, or take a longer route, touching at *Tou*, *Aardal*, and *Hjelmeland*.

From **Jælsø** or from Nærstrand they steer N. into the *Sandeidfjord*, which presents no special attraction. Two lateral fjords diverging from it, the *Yrkefjord* to the W. and the *Vindefjord* to the E., form a complete cross, recalling the form of the Lake of Lucerne. Some of the steamers call at stations on these fjords. *Vikedal*, at the mouth of the Vindefjord, has a number of handsome gaards.

At the head of the fjord lies *Sandeid* (Fru Weidell's Inn), whence a road leads N. to *Ølen* (8 Kil.; p. 98).

16. From Sand *(Stavanger)* by the Suldalsvand to Odde on the Hardanger Fjord.

2-3 Days, according as the steamer on the Suldalsvand suits. 1st Day. ROAD (fast skyds) to *Osen*, a drive of 2-2½ hrs. STEAMER on the Suldalsvand (once or twice daily in both directions) to *Næs* in 2¼ hrs. (fare 2 kr.). ROAD (fast skyds) to *Horre (Breifond Hotel)*, in about 3 hrs. — 2nd Day. ROAD (fast skyds) to *Odde*, a drive of about 7 hrs.

Sand, see p. 93. — The *Logen*, whose valley the road ascends, forms several waterfalls (Sandsfos, p. 93). Both the river and the Suldalsvand, out of which it flows, abound with salmon and have been leased for 40 years by English anglers, whose handsome residences are seen at various spots. The first section of the road is so picturesque and at the same time so hilly, that travellers are recommended to walk on for about 3 M., leaving the carriage to follow. To the left is the *Skotifos*. The road crosses the river about 10 Kil. from Sand and remains tolerably level until we reach the Suldalsvand. It then crosses a tributary stream, with a saw-mill, and passes *Vatshus*. Fine view in front. The church of *Suldalen* and the gaard of *Mehus* lie to the left. After a drive of 2-2½ hrs. from Sand we reach —

19 Kil. **Osen** or *Suldalsosen* (**Underbakke's Hotel*; **Hotel Suldal*, English spoken), beautifully situated on the right bank of the Logen, at its efflux from the Suldalsvand. Opposite rises the curious rocky pyramid of *Straabøkollen*.

The ***Suldalsvand*** or *Suledalsvand* (steamer, see above), the S. part of which is enclosed by high mountains, is 28 Kil. long, but at first is not broader than a river. To the right lies the gaard of *Vik*, to the left *Vegge*. To the left is *Kolbeinsthveit*, where the road ends; to the right is *Helgenæs*. We then traverse the rocky defile of **Suldalsporten*, where the imposing cliff to the left rises to a height of 330 ft. The lake now suddenly expands. In a bay to the left are the large farms of *Kvildal* and *Øiestad*; then *Vorvik* and —

Vaage (good quarters; steamboat-station), with the *Hylsskar* rising above it (p. 93). We here enjoy a view of the central reach of the lake, there being five reaches in all. To the left, farther on, lies *Laleid*, on the hill. In front we obtain a good view of the curiously rounded and polished promontory of *Boshaugen* and of the

mountains to the N. To the S.E. rise the snow-clad *Kalle-Fjeld* and the long *Kvenne-Heia*. — The steamer's terminus is Næs, but three days a week (and at other times if required) it goes on to (4 Kil.) *Roaldkvam* (p. 6).

Næs or *Næsflaten* (*Hôtel Bratlandsdal*, three houses recently acquired by the same proprietor, near the steamboat-quay, English spoken), which affords a fine view of the lake and the snow-clad mountains in the background, lies at the mouth of the *Bratlands-Elv*, at the beginning of the road to Røldal. Conveyances meet the steamers.

The road ascends the beautiful ***Bratlandsdal**, passing at first through a grand gorge, with overhanging rocks and several waterfalls. Most travellers will find it preferable to walk as far as the top of the ascent. Farther on the valley is less interesting. At the gaard of *Thornæs*, about $5^1/_2$ Kil. from Næs, we cross to the left bank of the *Bratlands-Elv*, and farther on we pass the gaards of *Bratland*. To the left is the lofty *Flæsefos*. Beyond the gaard of *Ørebække* we cross the border betwixt the Stavanger Amt and Søndre Bergenhus Amt. Farther on we pass *Hægerland*, on the slope of the *Kaalaas*, and traverse a narrow ravine, with a series of rapids. We then cross the *Hægerlands-Bro* to the right bank of the stream. This part of the route shows the most fantastic rock-formations, due to the ceaseless energy of the river. The road now reaches the narrow *Ljonevand*, passes the gaard *Ljone*, and crosses the bridge of that name. Charming scenery. Above the small *Hundefos*, the outlet of the Røldalsvand, towers the *Ljonehals*, a huge cliff worn smooth by the river.

At *Botten* or *Botnen* the road once more crosses the Bratlands-Elv, here issuing from the **Røldalsvand** (1225 ft.), and skirts the W. bank of the lake, which is enclosed by finely-shaped mountains. Beyond the *Haarebro*, spanning a small stream descending from the left, the roads to *Telemarken* and the *Hardanger* part company. [The former skirts the lake, at the N. end of which appears *Røldal* (p. 41).] On the Hardanger road, 10 min. farther on (3 hrs.' drive from Næs), is the —

24 Kil. ***Breifond Hotel** (R. $1^1/_2$-2, B. 1-$1^1/_4$, D. 2, S. $1^1/_2$ kr.; English spoken; Engl. Ch. service in July & Aug.), on the site of the former skyds-station of *Horre* or *Haare*. The hotel commands a fine view of the lake and of the Haukelifjeld and lies within a short walk ($^1/_4$ hr.) of the *Haarefos*.

The Hardanger road leaves the lake and ascends the *Horrebrækkene* in windings, which walkers may avoid by short-cuts (rather marshy). On the right are the precipices of the *Horreheia*, on the left the *Elgersheia*. Looking back, we see the broad snow-field *Bredfond* or *Breifond* towering above the Røldalsvand to the S.E. At the top of the hill (3415 ft.), 8 Kil. ($1^3/_4$ hr.'s drive) from the Breifond Hotel, the road remains tolerably level for some distance and crosses

a dreary solitude with several ponds. We soon obtain a view of the snowy Folgefond (p. 101). The road gradually descends the **Gorssvingane**, and the **View increases in magnificence. Far below us lies the narrow *Gorsboten*, flanked by steep hills, with the sombre *Gorsvand*, at the lower end of which is a waterfall. Beyond stretches the wide valley of Odde, with the long snow-fields of the Folgefond as a background to the left, one of the grandest and most characteristic mountain-scenes in Norway. The old bridle-path and the streamlet which lower down becomes the *Hedsten-Elv* are seen from time to time by the side of the Gorssvingane. At the lower end of the Gorsvand (2815 ft.) is a kind of rocky gateway, where the view becomes unimpeded. Thence we proceed in zigzags, past *Svaagen* and the *Hedstensnut*, to the green plateau on which lies —

21 Kil. (from Breifond Hotel; pay for 24; 22 Kil. from Røldal; pay for 28) **Seljestad** (2040 ft.; *Seljestad's Hotel*, R. 1¼, B. 1-1¼, D. 2, S. 1-1¼ kr.; *Folgefonn-Hotel*, a little above the road). Those who have a day to spare may pay a visit to a herd of reindeer, pastured a few hours from here, belonging to the villagers.

The road from this point to Odde repays even pedestrians (5 hrs.). It proceeds across the plateau and crosses two arms of the stream. Stunted birches and firs begin to appear. A projecting rock a few paces to the left of the road, about 40 min. walk from Seljestad and beyond the 20th kilomètre-stone 'fra Odde', affords an attractive view of the *Hesteklevfos*. The road now descends in curves. A footpath leads to the left to a point marked by an iron signal, from which we have an admirable view of the wild and wooded gorge of ***Seljestadjuvet**, through which the road threads its way. Lower down the road crosses to the left bank of the stream (continuous picturesque views). About 10 min. farther on a narrow road descends to the left through wood to the gaard of *Jøsendal* and on to Fjære (p. 98). The similar road 6 min. beyond the next bridge ascends to the right to the gaard of *Skard;* and farther on diverges the road to the gaards on the height to the left. About 10 min. farther on the road passes below the **Espelandsfos*, on the left, and the **Lotefos*, on the right. On an eminence to the right is the inn (p. 107). From this point to Odde is a drive of 2 hrs. or a walk of 3hrs.

23 Kil. (pay for 26) *Odde* (p. 106).

17. From Stavanger to Bergen by Sea.

The direct distance by water from Stavanger to Bergen is 25 Norwegian sea-miles (100 Engl. M.), but the course taken by the steamers is considerably longer. In the following route the distances are given in sea-miles from station to station. — From Stavanger to Bergen about twenty steamers ply weekly, ten being large vessels from Christiania and two from Hamburg, while five smaller steamers ply between Stavanger and Bergen only. The larger boats touch at *Kopervik*, *Haugesund*, and *Lervik* only, some of them at *Haugesund* only, beyond which they proceed direct to Bergen. The voyage by the direct steamers takes 10-12 hrs., by the others 12-15 hrs., most of them taking the interesting course viâ *Tersø* (p. 98).

Nearly the whole voyage by all these steamers is in smooth water, protected by islands, except for a short distance between Stavanger and Kopervik, and between Haugesund and Langevaag. As the fine scenery of the Hardanger Fjord (R. 18) does not begin till the Herø and the Terø are approached, the traveller loses little by going thus far at night.

Stavanger, see p. 89. The vessel steers N.W.; on the left are the *Duse-Fyr* and *Tungenæs-Fyr* on the *Randeberg;* to the right the *Hundvaagø*, the *Mosterø*, the *Klosterø* with the ruined *Ulstenkloster*, and beyond it the *Rennesø* and other islands. Before entering the open *Bukkenfjord* we observe on the left the lofty lighthouse on the *Hvitingsø*, and to the N.W. the lighthouse of *Falnæs (Skudesnæs)*. We pass on the left the small seaport (1200 inhab.) of *Skudesnæshavn*, with its lighthouse, at the S. end of the *Karmø*. The steamer now enters the *Karmsund*. The first station at which the smaller steamers usually stop is *Førresvik*, on the *Bukkenø*.

6 S.M. **Kopervik**, or *Kobbervik (Mad. Petersen's Inn)*, with 850 inhab., on the *Karmø*, a large and populous island, is the chief centre of the herring-fishery. The island is nearly flat, and partly cultivated, but consists chiefly of moor, marsh, and poor pasture land, and is almost destitute of trees. It contains numerous barrows, or ancient burial-places, especially near the N. end, some of which have yielded valuable relics. The climate, cool in summer, mild and humid in winter, is exceptionally healthy, the average death-rate being only 12 per thousand. — About 16 Kil. to the W. of the Karmø lies the small and solitary island of *Utsire*, with a chapel and a lighthouse, near which herrings usually abound.

On the left, about 7 Kil. beyond Kopervik, is the old church of *Augvaldsnæs*, adjoining which, and leaning towards it, is an old 'bautasten', 26 ft. in height, known as '*Jomfru Marias Synaal*' (the Virgin Mary's Needle). Tradition says that when this pillar falls against the church the world will come to an end. — Farther to the N., on the opposite side of the 'Sund', are five similar stones, the '*Five Foolish Virgins*'. At the end of the Karmsund, on the mainland, lies —

2 S.M. **Haugesund** *(Grand Hotel; Jonassen's Hotel*, plain but good, R. 2, B. 1 kr.; Brit. vice-consul, *Mr. J. Jacobsen)*, or *Karmsund*, with 6000 inhab., to the N. of which rises the *Haraldshaug*, where the supposed tombstone of Harald Haarfager (d. 933) is pointed out. On this spot rises the *Haralds-Støtte*, an obelisk of red granite, 55 ft. in height, on a square pedestal, around which are placed stones, 8 ft. high, representing the districts into which Norway was formerly divided. It was erected in 1872, on the thousandth anniversary of Harald's famous victory (p. 89). — A road leads from Haugesund to the E. to (48 Kil.) *Ølen* (p. 98).

From Haugesund the larger steamers proceed direct to Bergen (sometimes touching at Lervik), passing either between the *Bømmelø* and the *Stordø* or between the Stordø and the *Tysnæsø*. — To the N. of Haugesund is an unprotected part of the coast, call-

ed *Sletten*, which the steamers pass in about an hour. Near the N. end of this tract is *Lyngholmen*, where some of the steamers call, the first station in Bergens-Stift. To the W. is the *Ryvardens-Fyr* on a rocky island. We now enter the *Bømmelfjord*, one of the narrow inlets of the Hardanger (p. 100), passing the *Bømmelø* on the left, which contains gold-mines of little value, and on which rises *Siggen* (1540 ft.), one of the 'towers' of Bergen. This district is called the *Sønd-Horland*, the natives *Søringer*. Grand mountains in the background. Some of the steamers next touch at *Tjernagel*, on the mainland, others at *Langevaag*, on the Bømmelø, opposite.

6 S.M. *Mosterhavn*, on the *Mosterø*, boasts of a church built by Olaf Tryggvason (995-1000), the oldest in Norway.

2 S.M. **Lervik** *(Dahl's Hotel)*, or *Leirvik*, where passengers to and from Ølen-Fjære (see below) change steamers, lies at the S. end of the *Stordø*, one of the largest of the islands at the entrance to the Hardanger. The wooded *Halsenø*, to the E., contains remains of a Benedictine monastery, founded probably in 1164, and several barrows. — Comp. annexed Map.

To the S. of Lervik opens the *Aalfjord*, with the villages of *Rekenæs* and *Vikevik*. To the E. is the *Skoneviksfjord*, on which a steamer plies.

On the *Ølenfjord*, a S. arm of the Skoneviksfjord, lies **Ølen** (*Inn*, skyds-station), 8 Kil. from Sandeid (p. 94), and visited 6 times weekly by steamer. Several steamers call at **Etne**, at the head of the *Etne-Pollen*, whence a mountain-path leads direct to *Seljestad* (p. 96), a very fatiguing walk of 11-12 hrs. (about 50 Kil.).

Eastwards from the Skoneviksfjord runs the *Aakrefjord* (steamer once a week only), with the stations *Aakre* and (at the head of the fjord) **Fjære** (tolerable quarters). From Fjære a narrow road, practicable for one-horse vehicles, crosses the mountains, amidst imposing scenery, viâ *Rullestad* (tolerable quarters; in the neighbourhood are some remarkable 'giant's cauldrons'; p. 283) and *Vintertun* to (18 Kil.) *Gaard Jøsendal* on the road to *Odde* (p. 96; carriage from Fjære to the Lotefos in 4 hrs.). Comp. the *Map*, p. 102.

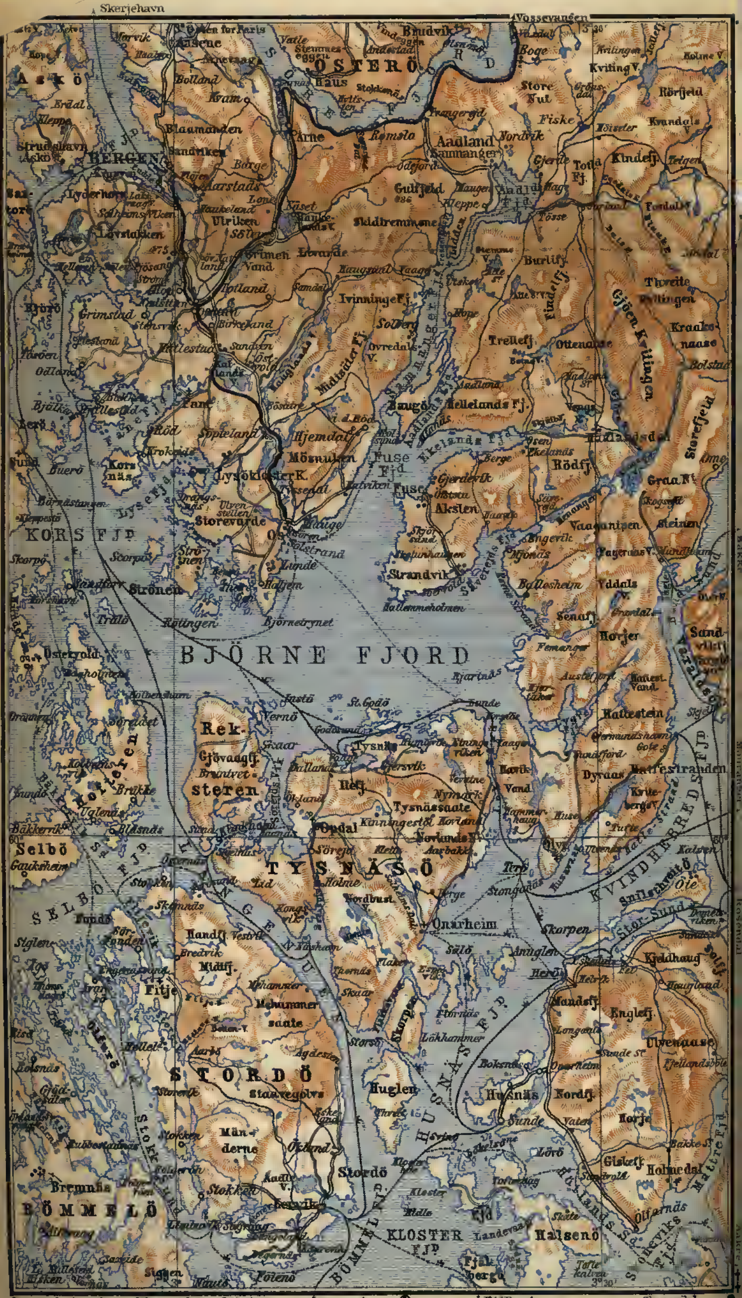
Beyond Lervik the direct steamer traverses the Bømmelfjord and then the *Klosterfjord*, named after the monastery on the Halsenø.

2 S.M. *Sunde*, on the E. side of the *Husnæsfjord*, on the peninsula of *Husnæs*.

Herø, a small island opposite *Helvik*, where passengers for the Hardanger sometimes change boats ($9^1/_2$ hrs. from Stavanger, $4^3/_4$ hrs. from Bergen).

The scenery now becomes more interesting; the mountains are higher and less barren; on every side the eye is met with a profusion of rocks, islands, promontories, and wooded hills, enlivened with bright-looking hamlets nestling in sheltered creeks.

3 S.M. (from Sunde) **Terø** *(Olsen's Inn)*, a little island and village near the N. coast of the fjord, is an important station, four steamers running thence weekly to Bergen, three into the Hardanger, and one to Stavanger. Travellers have often to change boats here. Beautiful scenery; to the W. the large island of Tysnæsø; to the E. appears the huge snow-mantle of the Folgefond (p. 101).



Geograph. Anstalt von Wagner & Debes, Leipzig

Kilomètres 0 2 4 6 8 10 15 20 1:500.000 0 1 2 3 4 5 6 7 8 9 10 Engl. Miles

YTRE HARDANGER

The district of *Nord-Horland* begins here. The steamer passes through the *Loksund*, a narrow strait between the mainland and the *Tysnæsø*, an island attractive to artists, anglers, and others. The next station, *Einingeviken*, lies on the Tysnæsø, at the N. end of the strait. Then **Godøsund** (**Gullaksen's Inn*, pens. 3½-4 kr., with sea-baths and boats for hire), on a small island to the N. of the Tysnæsø, recommended for a stay. The next station, *Våage*, near the *Tysnæskirke*, also lies on the Tysnæsø.

The *Bjørnefjord* is next traversed. Here the steamers call twice weekly, in each direction, at **Solstrand**, a new hotel for sea-bathers (two houses; English spoken), commanding a beautiful view of the Folgefond on the opposite side of the fjord, and situated about 1 M. to the S. of *Os*, the terminus of the branch-railway from Nestun (p. 120; 2 hrs. from Bergen).

Excursions may be made hence to *Hatviken*, the *Lysekloster* (see below), and the *Ulvenvand*.

From the *Korsfjord*, by which the Newcastle steamers enter the Skjærgaard, we have a glimpse of the open sea, to the W. On the left our course as far as Bergen is bounded by the island of *Store Sartorø*. We obtain our last view of the Folgefond (to the W.), just S. of the little island of *Trælø* in the Korsfjord. To the right is the *Lysefjord*, with the charming island of *Lysø* (pleasant day's excursion from Bergen, viâ Nestun, p. 120), and the ruined *Lysekloster* (dating from 1146) on its E. bank. The steamer then rounds the peninsula of *Korsnæs* and passes the mouth of the *Fanefjord*. The Løvstakken near Bergen (p. 119) now comes into sight to the N. Beyond the island of *Bjælkerø* (left) we call at *Bukken*, on the mainland (to the right), and then steam past the island of *Bjørø* (left). On the mainland shore of the *Vatlestrømmen*, a strait with a strong current to the N.E. of Bjørø, lies *Hakonshellen*. Numerous lighthouses now appear. To the left lies the *Lille Sartorø*, with the station of *Bratholmen*. Our course turns N.W. into the *Byfjord*, with the mountainous *Askø* (p. 120) on the left. The promontory of *Kvarven*, on the mainland, to the right, with extensive petroleum deposits, is the N. spur of the Lyderhorn (p. 114).

17 S.M. (from Haugsund; 11 from Terø) *Bergen*, see p. 112.

18. The Hardanger Fjord.

From Stavanger to Odde on the Hardanger Fjord the overland route already described (R. 16) is the most interesting. Or we may go direct by STEAMBOAT, twice weekly (Sun. and Thurs.) in 22 hrs. (fare 13 kr. 20 ø.). Passengers by the Thurs. steamer change at *Herø* into the steamer from Bergen to Odde. Another alternative is afforded once a week by the Bergensk-Nordenfjelske Touristskib.

From Bergen to the Hardanger Fjord: STEAMBOATS to *Eide* almost daily in 9½-15 hrs. (fare 8 kr. 60 ø.); to *Odde* in 12½-19½ hrs. (fare 10½ kr.).

From Bergen viâ Vossevangen (railway) *to Eide*, see R. 20.

From Telemarken viâ Haukeli and Røldal to Odde, see R. 5.

The **Hardanger Fjord* is the best-known of the Norwegian fjords, and the beauty of its scenery has been celebrated from very early times. Wergeland calls it '*det underdejlige Hardanger*', the 'wondrous-beautiful'. It certainly presents a most characteristic example of peculiarly Norwegian scenery, with the barren ice-clad fjelds, the broad surface of the fjord, and the narrow strip of fertile and thickly-peopled land between them. To other attractions must be added two of the finest waterfalls in Norway, both easily accessible to good walkers. Yet it cannot be denied that the Hardanger has formidable rivals in beauty in some of the N. fjords which have recently grown in favour with travellers, such as the Fjærlandsfjord (p. 129), the Nordfjord (p. 176), and the Jørundfjord (p. 192). — The people *(Harænger* or *Háringer)* and their national characteristics will interest many travellers. The bridal crowns and gold and silver trinkets (such as the *Sølje*, or *Sylgja*, a kind of brooch or buckle) are curious, and the embroidery, cover-lids *(Slumretæpper)*, and carpets *(Tæpper)* manufactured in this district are much sought for. The costumes are only seen to advantage on a Sunday morning before or after divine service. The women wear the 'Skaut', a kind of cap of white linen with stripes, and sometimes a picturesque red bodice, embroidered with beads. The national music and the Hardanger violin *(Fele)*, in which steel strings are combined with the gut-strings to increase the sound, are also curious and interesting.

Our description follows the course of the Hardanger-Søndhorland Steamboats, which, however, call at different stations on different trips and alter their routes accordingly. The distances are given in Norwegian nautical miles (comp. p. 87).

a. The Western Hardanger Fjord, to the Mauranger Fjord.

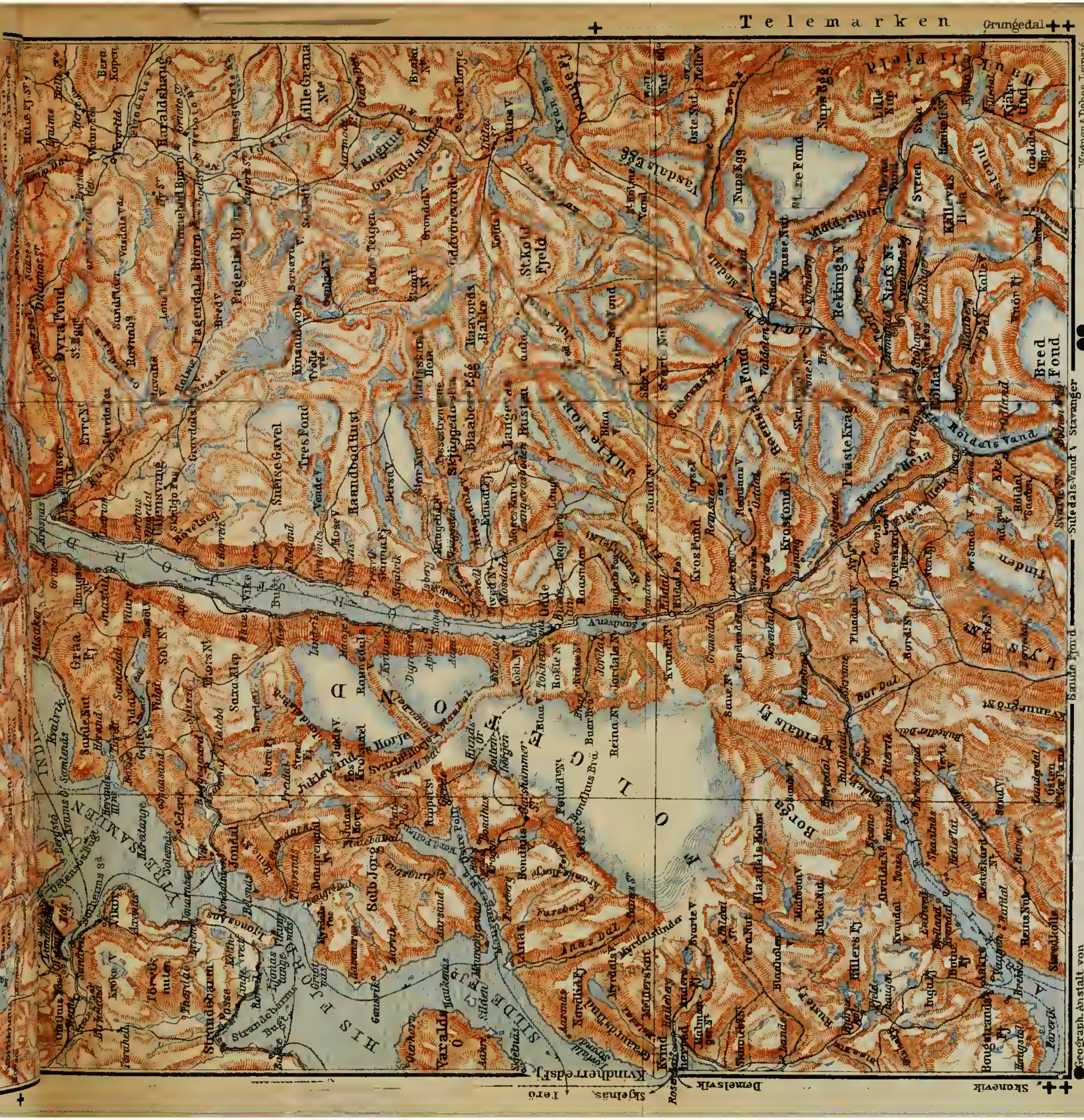
STEAMER from Bergen to *Terø* in 4½ hrs. (fare 4 kr. 10 ø.); to *Herø* in 5 hrs. (4 kr. 50 ø.); to *Sundal* thrice a week in 5 hrs. (6 kr. 10 ø.). The other steamers do not call at Sundal, but keep nearer the N. bank of the fjord.

At the entrance to the *Kvindherreds-Fjord*, which forms the avenue to the Inner Hardanger, lie on the N. and S. sides respectively the steamboat-stations *Terø* (10 S.M. from Bergen) and *Herø* (11 S.M. from Bergen; p. 98).

At Terø we obtain a beautiful survey of the snowy *Folgefond* (p. 101) with its buttresses. Opposite Terø, to the E., is the peninsula of *Stonganæs*, consisting of greenish slate with veins of auriferous quartz. An English company is engaged in the extraction of the gold, at *Ølve*, on the E. side of the peninsula. — Beyond Herø the vessel steers into the *Stor-Sund*, a strait between the islands of *Skorpen* and *Snilsthveit* on one side and the mainland on the other. On this strait are the stations *Uskedal*, overtopped by the *Englefjeld* and the *Kjeldhaug*, and *Demelsviken* or *Dimmelsviken*

INDRE HARDANGER & VOSS

1 : 500.000 — Norsk Mil — Kilom. — Engl. Miles



Telemarken
Grungedal
Wagner & Debes, Leipzig
Geograph. Anstalt von
Roldals Vand
Bred Fond
Suledals Vand v. Stavanger
Baude Fjord
Odde
Folgefond
Hardanger Fjord
Sörfjord
Skonevik
Demelsvik
Kvindherredsfj.

(inn), between the dark *Solfjeld* on the S. and the *Skinnebergs-Nut* on the E., adjoined by the *Malmanger-Nut*. Then —

2½ S.M. (from Terø) **Rosendal** *(Hôtel Rosendal)*, near the towerless church of *Kvindherred*, with the park and château (built in 1678) of the Barons Hoff-Rosenkrone. The château contains a statue of the Countess Bariatinska by Thorwaldsen, and a few paintings. — To the E. towers the conspicuous *Melderskin* (4680 ft.), which may be ascended in 6 hrs.: a fair path through the *Melsdal* to the *Midtsæter* and the *Myrdalsvand*, beyond which the ascent is rather steep. Grand view of the Folgefond and of the fjord down to the open sea.

Some of the steamers now cross to the stations *Gjermundshavn* and *Mundheim* on the N. bank (see Map, p. 96), or to the station *Skjelnæs* (quarters at the Landhandler's) in the large *Varaldsø*. Thence to Bakke, Jondal, etc., see p. 102. — Between the Varaldsø and the mainland to the E., on which we observe the church of *Ænæs*, the fjord is called *Sildefjord*.

At Ænæs opens the ***Mauranger Fjord**, on which a steamboat plies eastwards thrice a week and westwards twice a week; on other days it may be reached by boat-skyds from Skjelnæs (about 18 Kil. from Sundal, 3-3½ hrs.' row). This fjord, flanked with lofty cliffs, stretches one of its arms up to the foot of the ice-clad Folgefond (not visible from the fjord). The steamboat-station is —

3 S.M. **Sundal** *(*Hôtel Sundal)*, the starting-point for a visit to the Folgefond and its beautiful glacier, the Bondhusbræ (on horseback, then on sledges, 1 pers. 12, 2 pers. 15 kr.). Near Sundal is the gaard of *Bondhus*, with its pretty 'Røgstue' (p. 18).

A bridle-path ascends the valley of Sundal, enclosed by high mountains, on the left bank of the stream, crossing remains of old moraines, to the (¾ hr.) *Bondhusvand*, a small lake from whose steep banks fall several cascades. One of the boats belonging to the Norwegian Tourist Club conveys us to the other end (rowed by the guide brought from Sundal, 1 kr. 60 ø.), and on the way we enjoy a superb view of the ***Bondhusbræ**, which descends from the Folgefond, between the *Selsnut* and the *Fonddalsnut*. The adjoining sæter is occupied till the middle of July. From the lake to the glacier about ¼ hr.

From the Bondhusvand a path constructed by the German 'Nordlands-Verein' in 1890 ascends to the Folgefond. It diverges from the above-described path 12-15 min. before the Bondhusvand, crosses the glacier-brook to the left by a bridge, and ascends rapidly between the huge boulders of an old moraine. In about 2 hrs. we reach the *Garshammer-Sæter* (about 2300 ft.). *Samson Olsen Sundal*, the owner, is one of the best guides. Thence by a good path, passing at one point over steep débris ('Ur'), uncomfortable for riding, in 2 hrs. more to the margin (about 4450 ft.) of the huge ***Folgefond** ('fond' or 'fonn', a field of snow), which covers a plateau about 36 Kil. long and 6-15 Kil. broad, without any distinct peak or

summit. This enormous mass of snow and ice, which sends offshoots down the valleys in all directions, may be crossed without difficulty. At the tourist-hut *Breidablik*, on the rock called *Bottenhorgen*, the traveller will find a cooking-apparatus, beer in bottles, 'brus', and coverings for the next part of his journey. The horses are here yoked to sledges and ascend the gradual snowy incline in about 3 hrs. to the top (5425 ft.), where we obtain a view of the Hardanger Vidda. On the E. side the Folgefond descends abruptly. The usual descent, however, to *Tokheim* (p. 106), with guide (1 pers. 8, 2 pers. 10, 4 pers. 12 kr.), is not particularly difficult; a bridle path is being constructed. The ascent of the Folgefond also forms an attractive excursion from Sundal, in which case the return may be made viâ Gjerde.

From **Gjerde**, on the *Østre Pollen* or E. arm of the Mauranger Fjord (boat from Sundal in 1/4 hr., 50 ø.), a bridle-path ascends to the Folgefond and crosses it, passing the hut in the *Urebotn* and the *Hundsør* (5370 ft.), and afterwards descending rapidly to (8-9 hrs. in all) Tokheim (p. 106; guide, Gotskalk Gjerde: 1 pers. 8, 2 pers. 10, 4 pers. 12 kr.). As from Sundal, travellers may ride to the margin of the glacier and cross the snow in sleighs (16, 20, 32 kr.).

b. The Central Hardanger Fjord, to Eide on the E.

STEAMER from Sundal to *Eide* twice a week (Tues. & Frid.) in 4-4 1/2 hrs. (fare 3 kr. 70 ø.). The other steamers do not call at Sundal; from Bergen to Eide, omitting Sundal, in 9-14 hrs. (fare 8 kr. 60 ø.).

On leaving the Mauranger Fjord the steamer steers direct to Norheimsund (p. 103). — The other steamers, after calling at Mundheim or Skjelnæs (p. 101), touch at —

5 S.M. (from Terø) **Bakke** (**Bakke Hotel*, R. 1, B. 1 1/4, D. 1 1/2, S. 1 1/4 kr.; *Lothe's Hotel*), on the *Strandebarmsbugt*, a bay of the *Hisfjord*. Bakke is beautifully situated, with an extensive view of the Folgefond to the S.E., the snow-clad *Tveite Kviting* (4190 ft.) to the N.W., and the *Tørvik-Nut* (3520 ft.) to the N.E. At the head of the bay, 3 Kil. to the N., is the church of *Strandebarm;* and farther on, near the hamlet of *Fosse*, on the E. bank, is a waterfall, 490 ft. in height (130 ft. in one sheer leap), which, however, loses much of its effect in dry weather.

From Strandebarm a path leads by the gaards of *Haukaas* and *Solbjørg* and the *Torahella* sæter to (4-5 hrs.) *Netland* in the Steinsdal (p. 103). But the route along the bank of the fjord to Sandven, though longer, is more attractive.

Passing *Rørvik* and *Vikingnæs* (Pension, about 50 kr. per week, frequented by the English; Engl. Ch. service), at both of which the steamer touches once a week, we next cross the Hisfjord, with a view of the *Myrdalsfos* to the S., to —

2 1/2 S.M. *Jondal* (Utne's Inn), on the E. bank, noted for its 'Hardanger boats'. The fjord contracts.

From Jondal (guide, Nils Vig) a road ascends the *Korsdal* by (¾ hr.) *Birkeland* to (3 hrs.) *Gaard Flatebø* (1100 ft.), grandly situated. We may then go to the S. to the *Jondalsbræ*, near the *Dravlevand* and *Jøklevand;* or to the E. to the *Sørfjord* (p. 104). The latter route (8-10 hrs.; guide necessary) leads from Flatebø to the N.E. to *Sjusæt*, ascends steeply and describes a wide bend towards the N., turns to the E., skirts the *Thorsnut* (5164 ft.), and passes the *Saxaklep*. The highest point of the route is 4510 ft. above the fjord. Then a steep descent to the *Reisæter* (1080 ft.) and thence to *Bleie* (*Naae*, p. 105).

Beyond Jondal the steamer passes several waterfalls, leaving *Jonanæs* on the right, and enters the *Ytre Samlen-Fjord*, touching at *Skuteviken* once a week. Beautiful scenery. The steamer rounds the *Axenæs* on the W. side, passes the church of *Vikør*, and enters the *Norheimsund*, on which lies —

6 S.M. **Norheimsund** or *Sandven* (**Sandven's Hotel*, R. 1, B. or S. 1, D. 2 kr.; Engl. Ch. Serv. in the season), charmingly situated and suitable for some stay. Admirable view of the Folgefond, with a succession of intervening mountains. — To the W. a road ascends the *Steinsdal;* after ½ hr. we cross a bridge on the right in order to visit the *Øfsthus (Øverste Hus) Fos*, a waterfall 100 ft. high, with a path passing behind it. — The *Torenut* (about 3430 ft.), to the N., easily ascended by the *Sjau-Sæter* in 5 hrs., is a fine point.

Beyond the Øfsthus Fos the road ascends the Steinsdal, passing the farms of *Steine* (tolerable quarters) and *Birkeland*, to (1 hr.) *Netland*. Thence to Bakke, see p. 102. — From Norheimsund to Trengereid on the Voss Railway, 1½ day. To the gaard of *Steine*, see above. Thence with guide, in 4½-5 hrs., to *Gaard Eikedal* or *Egedal* (1030 ft.); then a precipitous descent past the *Eikedalsfos*, 285 ft. in height, to the beautiful *Frølandsdal i Samnanger*, in which, 9-10 hrs. from Norheimsund, we reach *Tøsse* (inn), on the *Aadlandsfjord*. From Tøsse we cross by boat to (4 Kil.) *Aadland* (p. 121), whence a skyds-road leads to Trengereid.

Beyond Norheimsund we have a continuous view of the edge of the Folgefond, to the S. The steamer touches at —

Østensø *(Hôtel Østensø)*, prettily situated on the bay of that name, a summer-resort.

A carriage-road crosses the promontory to the E. of Østensø to (1½ hr.) *Skaare*, on the narrow and picturesque *Fiksensund, which runs inland for 11 Kil. from its mouth at Stenstø (see below). At the head of the Fiksensund, reached by rowing-boat from Skaare in 1½ hr., lies *Gaard Botnen* (*Flatebø's Hotel), whence a steep path (2-3 hrs.' walk) leads to the *Hamlegrø Hotel* (p. 121), at the S. end of the Hamlegrøvand. — From Botnen to Bulken, a full day's walk. A tolerable bridle-path, very steep at places, ascends the *Flatebøgjel* (*Gjel*, 'rocky ravine') to the (5 Kil.) *Løkedal* sæter (whence we may ascend the *Flatebøfjeld* or *Løkedalsnuten*, 3460 ft., a fine point of view, 2-3 hrs. there and back). From the sæter the path ascends to the watershed (1970 ft.), and then descends a little to (6 Kil.) *Hodnaberg* (two 'sæter-hotels'), at the N.E. end of the *Hamlegrøvand* (1940 ft.; said to afford good fishing). We now descend by the course of the river issuing from the *Thorfinvand* to (6 Kil.) *Gaard Skjeldal* (1075 ft.). From this point a good road leads to (5 Kil.) *Grimestad*, at the W. end of the *Vangsvand*, and thence viâ Liland to *Bulken* (p. 121).

Twice a week the steamer, after leaving Østensø, steers to the N. of the *Kvamsø* and past the mouth of the Fiksensund (touching on one voyage at *Stenstø*) into the *Indre Samlen-Fjord*. Here, near the station of *Aalvik*, is the picturesque *Melanfos*. Fine view of

the Samlehovd (see below), to the S. From Aalvik we then sail direct to Eide (see below). — Other steamers cross the fjord from *Østensø* to *Herand*, on the S. side of the bold *Samlehovd* or *Samlekolle* (2060 ft.), double that promontory, pass (14 Kil.) *Vinæs* and *Hesthammer* (previously touching at *Utne* once a week, see below), and enter the —

Gravenfjord. At the mouth of this somewhat monotonous fjord, to the right, rises the *Oxen* (4120 ft.), which may be ascended from the S.W. side; fine view, especially of the Sørfjord on the S. and the high mountains on the E. — At the N. end of the Gravenfjord, where the channel contracts, lies —

5 S.M. **Eide** (**Mæland's Hotel*, a large house $^1/_4$ M. from the quay, R. 2, B. or S. $1^1/_2$, D. 2, pens. 5-6 kr., good cuisine; **Jaunsen's*, 3 min. farther on, less pretending; *Engl. Ch. Serv.* in July and Aug.), the busiest place on the Hardanger Fjord, being the station for Vossevangen, and prettily situated. A beautiful walk may be taken by the Vossevangen road upstream to the *Gravensvand* ($^1/_2$ hr.; to the Gravens-Kirke, 4 Kil.; p. 123).

From Eide to Vossevangen, see p. 123; cariole $5^1/_2$, stolkjærre 8 kr.; two-horse carr. for 2 pers. 15, 3 pers. 16, 4 pers. 18 kr.

FROM EIDE TO ULVIK, see pp. 123, 124. The road diverges to the right from the Vossevangen road at the Gravens-Kirke.

c. The Sørfjord.

STEAMER from Eide to *Odde* daily in 3-4 hrs. (fare 2 kr. 90 ø.); from Bergen to Odde in 14-$16^1/_2$ hrs. (10 kr. 50 ø.); from Vik i Eidfjord (p. 109) to Odde (3 kr. 60 ø.).

On quitting the Gravenfjord (see above), the steamboat steers across the broad *Utnefjord*, the central reach of the Hardanger Fjord (retrospect of the Oxen), to —

2 S.M. **Utne** (**Utne's Hotel*, R. 1, B. 1, S. 1 kr. 60 ø.), beautifully situated on the S. bank. At the back of the village, which has a large church, lies a shady valley. The *Hanekamb* (3590 ft.; $2^1/_2$ hrs.) affords a fine survey of the Utnefjord, Eidfjord, and Sørfjord. — Steamer to the Eidfjord, see p. 109.

The Odde steamer steers past the gaard of *Tronæs*, with the promontory of *Kirkenæs* lying opposite to the E., and enters the —

****Sørfjord** ('South Fjord'), running to the S. for a distance of 40 Kil., and gradually narrowing from 2 Kil. to a few hundred yards. The lofty rocky banks, from which a number of waterfalls descend, show that this fjord is of the nature of a huge chasm between the snow-clad Folgefond and the central Norwegian mountains to which it belongs. At places, particularly at the mouths of the torrents, alluvial deposits have formed fertile patches of land, where cherries and apples thrive luxuriantly, especially near the centre and N. parts of the fjord, where it is never frozen over. The banks are therefore comparatively well peopled, and the great charm of

this fjord lies in the contrast between the smiling hamlets and the wild fjeld towering above them. — The first station is usually —

Grimo (**Inn*), on a fertile spot on the W. bank. Beautiful walks (to the hill of Hangsnæs, 20 min. to the S., etc.).

Opposite Grimo opens the charming *Kinservik* (reached by rowing-boat), with the *Husdal* and the *Tveitafos* and *Nyastølsfos*. A lofty road, with fine views, leads from the church of Kinservik, past the promontory of Krosnæs, to Lofthus (a walk of $2^1/_2$ hrs.).

3 S.M. (from Eide; 5 from Ulvik) **Lofthus** (*Hôtel Ullensvang; *Miss Müller's Hotel*, near the quay, moderate; *Engl. Ch. Serv.* in the season), in an orchard-like region on the E. bank, enclosed by a wide girdle of rocks, with a lofty waterfall, is one of the finest points on the Hardanger. A little to the S. is *Oppedal*, a landing-place and gaard where the steamers call once a week instead of at Lofthus. The parish-church of *Ullensvang*, on the S. side of the *Aapo-Elv*, which falls into the fjord here, dates from the Gothic period; fine W. portal; Gothic choir-window, with the head of a bishop at the top, and a weeping and a laughing face on the right and left. *Brurastolen*, a rocky height above the church, affords an excellent survey of the Sørfjord, N. to the Oxen (p. 104) and S.W. to the Folgefond. A visit to *Bjørnebykset* ('bear's leap'), a fall of the Aapo-Elv, takes 1-$1^1/_2$ hr. from the inn (there and back). Farther off is the *Skrikjofos*, higher but of less volume.

On the opposite (W.) bank of the fjord are the large gaards of *Jaastad*, *Vilure*, and *Aga*. The last-named still contains an old hall lighted from above. Above Aga rises the *Solnut* (4830 ft.); beyond it, the *Thorsnut* (5164 ft.). The glaciers of the Folgefond peer down the valleys at intervals. — Next station —

Børven or *Berven* (*Hotel Udalsvand*, well spoken of), on the road leading S. from Ullensvang (about 6 Kil.), with a view of the glaciers on the other side. The prominent peak of the *Børvenut* (1 hr.) is an admirable point of view.

On the W. bank is the *Vikebugt*, with the station of —

Naae and the gaards of *Bleie*, where just above fertile fields and gardens are the protruding glaciers of the Folgefond, from which several waterfalls descend. — Path from Bleie over the mountains to *Jondal*, see p. 103.

The next places on the E. bank are the gaards of *Sandstø* and *Sexe; Hovland*, with a spinning-mill; *Kvalenæs*, a promontory and gaard.

Espen, a station on the E. bank, with several gaards charmingly situated on the hill.

Then, on the W. bank, *Kvitnaa*, at the entrance to the imposing *Raunsdal*, with the glaciers of the Folgefond in the background. The excursion to the *Raunsdalsvand* and back (6-7 hrs.) is attractive, though the path is bad. — Farther on is *Digrenæs*, with several waterfalls. Between Kvitnaa and Digrenæs, on the hill, is the

gaard of *Aase*. — Beyond Digrenæs are the gaards of *Apald* and *Aaen*, with the waterfall of that name, also called the *Ednafos*.

On the E. bank, after Espen, comes *Fresvik*, with its fine amphitheatre of wood, bordered with meadows and corn-fields. Then, opposite Digrenæs, are the gaards of *Skjælvik*, in another amphitheatre of hills, and *Stana*, with *Isberg* at a dizzy height above it. Between the *Tyssedals-Nut* and the *Thveit-Nut* opens the *Tyssedal*, at the mouth of which is the fine gaard of Tyssedal. Close to the fjord the *Tyssaa* forms a fall picturesquely set in pine-forest. A group of rocks farther on is called *Biskopen, Præsten og Klokkeren.*

On the W. bank lies the gaard of *Eitrheim*, with the peninsula of *Eitnæs*, and *Tokheim* with its waterfall and the *Tokheimsnut*, whence a path (bridle-path in progress) crosses the Folgefond to the *Mauranger Fjord* (p. 101). — To the S. are the *Ruklenut* (right) and the *Raasnaas* (left).

4 S.M. **Odde.** — **Hotels.** *Hardanger Hotel, kept by *M. Tollefson*, a large house built on the fjord in 1896, with the former *Hotel Baard Aga* as a dépendance, R. 1½-3, B. 1½, D. 2, S. 1½, pens. 6 kr.; *Ole Præstegaard's Inn, near the pier, plainer, R. 1, B. or S. 1, D. 2 kr.; Jordal's, R. 1 kr., S. 1 kr. 20 ø., farther to the W., unpretending but well spoken of; Kristensen's, adjoining, unpretending.

Post and Telegraph Office, next the dépendance of the Hardanger Hotel. — Opposite the latter antiquities and various useful wares are sold by *G. Hellstrøm* (from Stavanger) and *M. Hammer* (from Bergen). — *English Church Service* in summer at the Parish Church and the Hardanger Hotel.

Carriages. To the *Lotefos* and *Espelandsfos* and back, two pers. 12, three pers. 15 kr.; to *Seljestad* (p. 96) and back, 20 or 24 kr.; to *Næs* on the Suldalsvand (p. 95), two pers. 30, three pers. 40, four pers. 45 kr.; to *Dalen* on the Bandaksvand, 90, 110, or 135 kr. — **Guides.** *Lars Olsen Bustetun*, *Ashjørn Lars Olsen*, *Nils Aarthun*, and *Magnus Isberg* (speak English).

Odde or *Odda*, at the S. end of the Sørfjord, the terminus of the great routes from Telemarken and the Stavanger Fjord (RR. 5, 16), consists of the farms of *Bustetun*, *Opheim*, *Bergeflot*, and others, while the name of Odde ('tongue of land') is applied to the large church, where the Hardanger costumes (p. 100) may be seen on Sundays. Odde is the most frequented spot on the Hardanger Fjord, and many visitors, especially English, spend a considerable time here. But there is a decided lack of convenient paths by which to explore and enjoy the beautiful scenery of the neighbourhood.

Walks. (1). The new road to Tokheim (see above), which crosses to the W. bank near Jordal's Hotel, affords a charming view of the fjord; there and back ¾-1 hr. — (2). To the **Sandvenvand*, to the S. of Odde (there and back 1½-2 hrs.). We follow the Telemarken road, ascending the (½ M.) *Eid*, an old moraine. To the right the *Aabo-Elv* forms a fine waterfall, and behind us is a beautiful retrospect of Odde and the Sørfjord. At the top we enjoy a view of the Sandvenvand, with the Aabo-Elv issuing from it. The *Vasthunbro*, an iron bridge 1½ M. from Odde, spans the river. Beyond the lake rise the *Eidesnut* and *Jordalsnut;* between these

lies the Jordal. In 6 min. more we reach the quay of the little Jordal steamer. By following the road for 1/4 hr. more along the E. hank of the lake, passing under menacing rocks and over 'Ure' or rocky débris, we ohtain a *Survey of the Buarhræ and the Folgefond; farther on, to the left, is the heautiful *Kjøndalsfos;* opposite is the *Strandsfos*, descending from the *Svartenut.*

EXCURSIONS. (1). TO THE BUARBRÆ (5 hrs., there and hack; guide unnecessary). Road to the *Sandvenvand* and the (35 min.) landing-place of the little Jordal steamer, see p. 106. We take the steam-launch which plies half-hourly or oftener to (10 min.; there and hack 1 kr.) the entrance to the *Jordal*, where the gaard of that name lies on the right hank of the river descending from the valley. (Guide quite unnecessary.) The path leads to the right from the landing-place, passing among the houses, then turns to the left and ascends the right hank of the stream. The Jordal, a valley enclosed hy precipitous rocks, is remarkable for its rich vegetation (hirches, elms, harley). The Folgefond forms the hack-ground. In 1/4 hr. from Gaard Jordal we cross a bridge to the left hank of the Jordals-Elv, which the stony path now follows. In 50 min. more we pass the gaard of *Buar* (1050 ft.), on the opposite bank. The path, nearly level for ahout 1/2 M., leads in 20 min. more, past a small *Restaurant* (plain), to a point immediately facing the ***Buarbræ.** This is the finest of all the glaciers descending from the Folgefond on the E. side, the Bondhushræ (p. 101) heing the finest on the W. side; hut neither is to he compared with the great glaciers of the Nordfjord (pp. 180, 181). The Buarbræ is divided into two arms, which afterwards unite, hy a rock called the *Urbotten*, and consequently has an unusually large central moraine.

Good mountain-walkers may ascend on the right side of the Buarbræ to the Folgefond, skirt the *Eidesnut* and the *Ruklenut*, and descend past the *Tokheimsnut* to Tokheim and Odde, an interesting, but fatiguing expedition of 8-10 hrs. (guide 4-8 kr.).

(2). To the LÖTEFOS and the ESPELANDSFOS (there and hack 6-8 hrs.' walk, 4-5 hrs.' drive). In returning travellers may quit their carriage at the landing-place of the Jordal steamboat, and visit the Buarbræ. To the *Sandvenvand*, see p. 106. At the end of the lake, 7 Kil. from Odde, lies the farm of *Sandven.* The road next passes (2 Kil.) *Hildal* (330 ft.), where the *Væfos* or *Hildalsfos* descends on the right, and (4 Kil.) *Grønsdal* (reached hy a hridge), the starting-point for the ascent of the *Saue-Nut* (ahout 3950 ft.; splendid view of the Folgefond). The valley contracts to a ravine ('Djuv'), through which dashes the *Grønsdals-Elv.* Ahout 2 1/2 Kil. heyond Grønsdal we reach, on the left, the ***Lotefos** and the **Skarsfos,** the waters of which unite helow, while opposite to them is the veil-like ***Espelandsfos,** one of the most heautiful waterfalls in Norway. The hest point of view is on the hill to the left, just ahove the road; small *Inn* (R. 1 1/2, B. 1 1/2 kr.) at the top.

The road goes on to the gaards of *Skard* (p. 96), which lie about 8 min. to the left of the road, 3-4 Kil. from Grønsdal. We may ascend thence in 1/2-3/4 hr. to the *Lotevand*, from which first the Skarsfos and then the Lotefos issue. By the fall are several mills. The cloud of spray through which we see the Espelandsfos opposite has a curious effect. Otherwise this digression hardly pays.

This excursion may be continued up the picturesque ravine to *Seljestad* (p. 96), a drive of nearly 2 hrs. more from the Lotefos (comp. p. 96), forming a full day's expedition from Odde and back.

(3). Across the Folgefond to Sundal or Gjerde on the Mauranger Fjord, 8-9 hrs. (guide 12-16 kr.), fatiguing, better on the whole in the reverse direction (see p. 102).

(4). To the Skjæggedalsfos, 10-12 hrs., there and back (half on foot), steep and fatiguing at places, and not without risk in wet weather. A guide (5 kr. or more), who serves as rower, had better be taken from Odde. We row from Odde to (6 Kil.) *Tyssedal* (p. 106). We ascend thence on foot through wood, enjoying beautiful retrospective views of the fjord and the Folgefond. We pass (1/4 hr.) a second fall of the beautiful clear green river, and (1/4 hr.) a third. The path ascends steeply over 'Ur' and roots of trees. We pass (3/4 hr.) a small pasture on the left, and next reach (1/4 hr.) a hay-hut, at the foot of the *Svelberg*, near which is a primitive kitchen under the rocks. This is the highest point on the route, about 1850 ft. above the fjord. The path next descends the *Fladberge*, and (1 hr.) reaches the gaard of **Skjæggedal** (pron. Sheggadal; 2 1/2 hrs. from Tyssedal; *Inn, English spoken; order meal for return). On the left the *Mogelifos* descends from the *Mogelinut*, and on the right is the *Vaséndenfos*, the discharge of the Ringedalsvand (see below). We cross the *Vetlevand* ('small lake') by boat in a few minutes, and in 8 min. more walk over an 'Eid', or isthmus, to the picturesque and exquisitely clear *Ringedalsvand* (about 1300 ft. above the sea), with the huge *Einsætfjeld* on the S. Here we embark in another boat. (A high wind sometimes prevails here, while the fjord below is calm, in which case the night must be spent at the inn, or the excursion abandoned. It is desirable to have one or more rowers besides the guide; fee 2 kr. each, overcharges not unknown.) The lake is 6 Kil. long, and we row to its upper end in 1 1/2 hr.; about halfway the Folgefond becomes visible behind us, and farther on, the picturesque *Tyssestrenge* fall from a rock 500 ft. high. The ***Skjæggedalsfos,** a superb waterfall 525 ft. high, is less imposing but more picturesque than the Vøringsfos (p. 110). In summer the volume of water is sometimes scanty, but when the snow is melting ('Flomtid') and after heavy rain the effect is very grand. The ascent from the landing-place to the foot of the falls leads across 'Ur'.

(5). Ascent of **Møfalsskardene** (about 3950 ft.), to the E. of Odde, 6 hrs., with guide (5 kr.); the top commands a fine panorama of the Ringedalsvand, Sørfjord, and Folgefond.

d. The Eidfjord.

STEAMER from Eide to *Vik*, daily in 2 hrs. (fare 2 kr. 10 ø.; once a week viâ Utne in 4 hrs.); to *Ulvik* in 3-4 hrs. (fare 2 kr. 10 ø.; from Vik to Ulvik 1 kr. 20 ø.); also from *Utne* (p. 104) twice a week to Ulvik viâ Vik in 2½-3 hrs. (fare 1 kr. 60 ø.).

The **Eidfjord** or *Øifjord*, the easternmost branch of the Hardanger Fjord, is enclosed by precipitous rocks. The steamer calls when required at *Ringøen*, *Djønne*, and *Vallavik*. Beyond the *Bøsnæs*, with the gaard of *Bu* (which the *Bunut* behind it deprives of the sun the whole winter), the *Osefjord* diverges to the left (p. 111). The steamer passes its mouth. On the right towers the *Skoddalsfjeld*. At the mouth of the valley running inland between the Skoddalsfjeld and the *Rullenut* lies *Erdal*, with a saw-mill and a group of houses, where moraines and ancient water-lines are observable. On the N. side of the fjord rises the ice-girt *Onen* (p. 111). Facing us rises the almost entirely bare *Vindaxel*. Between the Onen and Vindaxel opens the *Simodal* (called at only by some steamers), above which peers the snowy plateau of the *Hardanger Jøkul* (p. 111).

5 S.M. (from Eide) **Vik i Eidfjord** (**Vøringsfos*, a large house, close to the quay, kept by the brothers Næsheim, who speak English, R. 1-3, B. 1¼, D. 2, S. 1 kr.; Engl. Ch. Serv. in the season), grandly situated in a bay near the E. end of the Eidfjord, is a good starting-point for several fine excursions. About ½ M. distant is the church of *Eidfjord*, situated on a moraine ('Vǒr') about 1 M. broad, which separates the fjord from the Eidfjordsvand. The river issuing from the latter forces its way through the moraine.

TO THE VØRINGSFOS, 8-9 hrs., there and back (carriage to Sæbø recommended). The new road skirts the river to the *Eidfjordsvand*, a lake enclosed by huge cliffs. It then follows the W. bank of the lake, in great part being cut through the rock. Beyond two short tunnels we see the gaard of *Kvam* ('basin') on the hill above, from which the *Kvamfos* descends. On the opposite bank rises the *Eidfjordsfjeld*. At the head of the lake we cross the *Bygdar-Elv (Hjælmo-Elv)*, which issues from the *Hjælmodal* (p. 110).

7 Kil. *Sæbø*, situated with several other gaards *(Møgeletun*, the residence of the guide Halsten H. Møglethun, *Lilletun*, *Varberg*, and *Røise)*, on a small fertile plain, watered by the Bygdar-Elv and by the *Bjoreia* emerging from the *Maabødal*.

The fatiguing path to the (3 hrs.) Vøringsfos (unmistakable; horse there and back 5 kr.) ascends the moraine, and then descends into the wild Maabødal on the left bank of the *Bjoreia*, which it crosses by a (½ hr.) lofty bridge. In 1 hr. we reach the gaard of *Thveithougen*, on the right bank. The path ascends steeply, passing enormous blocks of rock and wild cataracts, to (½ hr.) the gaard of *Maabø*.

The path (very bad) of the 'Turistforening' from this point to the fall crosses the river and ascends its steep left bank to the

small, dark-green *Maabøvand*. Alpine vegetation. In 1 hr. we reach the *Vøringsfos Restaurant* (English spoken) and in 10 min. more the stupendous **Vøringsfos, the roar of which has long been audible. A suspension-bridge enables us to approach close to the fall (water-proofs useful). The Bjoreia plunges in a single leap of 520 ft. into a narrow basin enclosed by perpendicular rocks on three sides. Two ridges of rock at the top divide the river into three falls, which however soon re-unite. A dense volume of spray constantly rises from the seething cauldron, forming a cloud above it. Beautiful rainbow-hues are seen in the spray, especially in the afternoon.

High above the fall is situated the conspicuous *Fosli Hotel (25 beds), the proprietor of which, *Ola Garen*, is a good guide. The path thither diverges 5 min. below the restaurant (see above) from the Vøringsfos route, and ascends to the hotel in 1½ hr., crossing the Bjoreia shortly above the fall. The platform here affords an impressive view of the sombre ravine.

The Fosli Hotel is the starting-point for several fine excursions. One of the best of these is the passage to the N. into the *Simodal* (guide 4-5 kr.; to Thveit 5½-6½ hrs.). The route crosses the marshy plateau towards the *Isdalsvand*, which it leaves on the right, then ascends between the *Vetle Ishaug* (on the right; fine view) and the *Store Ishaug* (on the left) to the top of the pass (about 3940 ft.), which affords a fine * View of the upper edge of the sombre Simodal and of the massive Hardanger Jøkul. The streams descending from the icy crags of the latter fall into the Rembesdalsvand on the W. and the Skykjedalsvand on the S. Beyond the pass we traverse first a snow-field, then bare rocks polished by glacier-action, and come in sight of the top of the Rembesdalsfos. The route to the Simodal diverges to the left, but we continue to descend for about 20 min. more to the edge of the cliff descending sheer into the narrow Skykjedal. From this point we have a magnificent **View of the Skykjefos, the upper leap of which, 650 ft. high, is directly opposite us. We now return to the top and thence follow the steep and fatiguing, but perfectly safe, path down to the gaards of *Thveit* (p. 111), which lie far below.

Instead of descending to the N.W. from the verge of the Skykjedal gorge to Thveit, we may cross the fjeld to the N.E., passing the Skykjedalsvand, to the Rembesdalsvand, and thence reach Mehus viâ the Rembesdalsfos. This, however, adds 3-4 hrs. to the expedition.

Another good excursion from the Fosli Hotel crosses the plateau to the S. viâ the gaard of *Høl*, the *Skisæter*, and *Bærrastøl*, and descends into the imposing *Hjælmodal*, through which a good path descends to Sæbø (a walk of 8-9 hrs. in all). — From the Fosli Hotel across the fjeld to the *Rjukanfos* in Telemarken, 3 days; see p. 30.

Excursion to the Simodal, a splendid day's march (guide to the Skykjefos 4, Rembesdalsfos 5, Rembesdalsvand 6, Dæmmevand 7 kr.; provisions necessary). — The E. end of the Eidfjord consists of a narrow bay, where the steamer calls two or three times a week only, but it is generally most convenient to visit

it by rowing-boat from Vik (5 Kil., in 1 hr.). Near the landing-place is the gaard of *Sæd*, situated on an ancient moraine. To the N. from the head of this bay stretches the *Aasdal*, in which rises a curious isolated rock about 380 ft. in height, and to the E. runs the ***Simodal.** A road ascends the latter to the gaards of *Mehus*, and to (5 Kil.) *Thveit* (good quarters), the highest gaard in the valley. The path now leads on the right bank of the torrent to the (1 hr.) head of the valley, which terminates abruptly in a lofty rock. To the S.E. is seen the ***Skykjefos*, a grand waterfall nearly 2000 ft. high, part of which is a single leap of over 700 ft., while to the N.E. is the ***Rembesdalsfos*, from which we are still 1 hr distant. A fatiguing path, with about 1700 steps, ascends hence to (1-1½ hr.) the ***Rembesdalsvand** (ca. 3300 ft.), on the plateau above the fall. To the N.E. is the *Rembesdalsskaakje*, a glacier descending from the Hardanger Jøkul. Its terminal moraine reaches the lake. On the N. bank of the lake lies the *Rembesdals-Sæter*, to which we may row.

From the Rembesdals-Sæter we ascend laboriously (guide necessary) on the W. side of the glacier, by the *Lure Nut*, to the ***Dæmmevand**, a lake situated 1630 ft. higher, amid magnificent mountain-scenery. Wonderful contrasts are afforded by the dark-green water, flecked with floating ice, the deep-blue glacier, the dark fells of the Lure Nut, and the gleaming whiteness of the *Hardanger Jøkul* (6540 ft.), towering above all. — As a rule the Dæmmevand discharges by a passage under the glacier. Sometimes, however, this opening gets stopped up, and then the lake rises till its waters burst their icy barriers and devastate the Simodal (last inundation in Aug., 1893). A tunnel is now being constructed to obviate disasters of this kind.

From Vik we steam down the Eidfjord and turn to the right into the **Osefjord**, the N. branch of the Eidfjord, with a grand mountain-background. To the E. is the snow-clad *Onen* (5150 ft.), from which the lofty *Døgerfos* descends; to the N. rises the majestic *Vasfjæren* (2066 ft.). On the right, near the entrance, is a fall of the *Bægna-Elv*. A low wooded hill, called *Osen*, separates the sombre Osenfjord from its W. arm, the smiling *Ulvikfjord*, into which we steer. — We soon come in sight of the farms of Ulvik, thickly clustered round the head of the fjord.

3 S.M. **Ulvik.** — **Hotels.** *Brakenæs, R. 1¼', B. or S. 1, D. 2 kr., frequented by English travellers; *Vestreheim's, largely occupied by summer boarders, R. 1¼, B. 1, S. 1¼, D. 2 kr.; *Ulvik's, adjoining, similar charges; *Sponheim's Hotel *(Mrs. Wilhelmsen's)*, on the hill, ¼ hr. from the pier, on the old road to Graven (p. 121). — *English Church Service* in July and August. — *Skyds Station* kept by *Hjæltnæs*.

Ulvik-Brakenæs, beautifully situated, is one of the most attractive places on the Hardanger Fjord. *Brakenæs*, with its church, behind which there is a fine waterfall, is the chief cluster of houses among the hamlets and farms at the head of the fjord, which are collectively known as *Ulvik*.

Pleasant *Walk along the shore to the E. to *Hagestad* and *Lekve*, an ancient 'Kongsgaard', or royal domain, and thence across the

hill to the Osefjord (1 hr.). At a group of huts here a boat may be hired for the trip to Ose (4 Kil.; 1 hr.). Another walk may be taken to the *Solsivand*, 1 hr. to the N. of Lekve.

The *Head of the Osefjord (where the steamers do not touch), enclosed by huge mountains, is worthy of a visit (take provisions). We may either hire a boat for the trip at the place just mentioned, or row all the way from Ulvik (14 Kil.; 2½-3 hrs.). In the latter case we get a view of the fine fall of the *Døgerfos* (p. 111). At the head of the fjord lies *Ose* (tolerable bed, but poor food, at Lars Ose's). From this point the wild **Osedal* runs inland, between the *Krosfjæren* and *Nipahøgd* on the E. and the *Vasfjæren* on the W.

A toilsome walk of 10-12 hrs. (guide at Ose) may be taken up the Osedal, which narrows to a ravine, to the *Osesæter*, and thence, between the *Oseskavl* and *Vosseskavl* on the right and the *Gangdalskavl* on the left, to the *Opsæt-Støle* at the head of the Rundal (p. 123). Then across the *Gravehals* (3710 ft.) to *Kaardal* in the Flaamsdal (p. 134).

The ascent of the Vasfjæren (5350 ft.) takes 12-16 hrs. from Lekve, there and back. *Ole Hakestad* of Lekve is a good guide (6-8 kr.). The fatigue is lessened by sleeping at the sæter on the Solsivand on the previous night. Splendid view from the top. — From the Solsivand to Klevene and the Opsætstøle in the Rundal (p. 123), 10-12 hrs.

From Ulvik to Graven (Eide, Vossevangen), see p. 104. [The new road is practically completed as far as Espeland, but drivers have frequently to alight and walk.]

19. Bergen.

Arrival. Most of the large steamers are berthed by *Bradbænken* and *Fæstningsbryggen* (Pl. B, 2), but some of the British vessels land at the *Toldbod* (Pl. B, 2). The Hardanger boats lie at the *Holbergs-Almenning* (Pl. 5; B, 2); the Sogne and Nordfjord boats by the *Nykirke* (Pl. 6; B, 2). Porter ('Bærer') to the hotels, 35 ø.-1 kr. — Travellers leaving Bergen by steamboat should ascertain in good time where the vessel starts from. As to berths, see p. xviii. Most of the offices are in the Strand-Gade; branch office of the Bergen Co. at Bradbænken. — The Railway Station (Pl. C, 4; p. 117) is in the S. part of the town, near the Lille Lungegaardsvand.

Hotels. Hôtel Norge (Pl. a; C, 3), between the S. end of the Torve-Almenning and the public park, rebuilt in 1896, with electric light, elevator, café-restaurant, and baths, R., L., & A. from 3½, B. 1¼, with eggs or cold meat 1¾-2¼, D. (2 p.m.) with coffee 4 kr., good cuisine; Holdt's (Pl. b; C, 3), between the Enge and Torve-Almenning, with garden-terrace and baths, similar rates; Métropole, Christies-Gade, at the cor. of the Starvhus-Gade, to the N. of the public park, new, with electric light, baths, and lift, R. from 2 kr., B. 1 kr. 60 ø., D. 3 kr., S. 2 kr., well spoken of. — Nordstjernen (Pl. d; C, 3), Raadstue-Plads, R. from 2, B. or S. 1, D. 3 kr.; *Smeby (Pl. e; B, 2), Strand-Gade, to the E. of the Nykirke and near the quay of the fjord-steamers, patronized almost exclusively by the English, R. 2, B. or S. 1½ kr. each; Skandinavie (Pl. f; B, 3), in the Plads called 'Klosteret', with 40 rooms; Skogen's (Pl. g; C, 3), Raadstue-Plads, opposite the fire-station, R. from 1½, D. 2, B. or S. 1½, pens. 6 kr. — **Private Hotels and Pensions** (comp. p. 9). *Mattson's Family Hotel*, Torv-Gade 1, near the market-place, new, with baths; *Frk. Hansen*, Torvet 12, at the corner of the Walkendorfs-Gade; *Fru Steen*, Smaastrand-Gade, near the post-office; *Fru Dina Levaas*, Walkendorfs-Gade 12; *Fru Müller*, Engen 45

Restaurants. At the hotels. — *Grand Café* (Pl. x; C, 3), opposite the Hôtel Norge and the public park, 'dagens kost' 1 kr. (1-4 p.m.), beer on draught. — **Fleien's* (Pl. D, 2; p. 118); parties should telephone beforehand;

BERGEN
1 : 20.000
0 200 400 600
Meter
BYFJORD
PUDDEFJORD
Sandviken
Skudeviken
Militärbad Badeh. Sölv.
Sverresborg
Bergenhus
Fredens Bolig
Nordnäs
Sömandshus
Mole
Toldbod
Katten
Nordnäs G.
Toldbod Alm.
Observatorium
Fredriksberg
Nykirke
Vaagen
Kongeh.
Walk T.
Brad bänken
Maria K.
Hans Mus.
Vetrlids Alm.
Kors K.
Börsen
Domkirke
Post
Klosteret
Holberg Alm.
Mur Alm.
Store Markvei
Nöstet
Nöstet Torv
Engen
Theater
Sydnäs Badeh
Torv-Almenning
Torvet
Park
Vestl. Mus.
Lille Lungegaards
Lungegaard
Jernbane Station
Dokken
Johannes K.
Kath. K.
Bergens Museum
Nygaard
Mölenpris
Nygaardspark
Laksevaag
Frydenbö
Gyldenpris
Stranden
Uren
Aquarium
Holmen (Marineetablissement)
Solheimsvik
Fjeldvei
Skraddergat
Lungegaard
1. Bergens Kreditbank C.3.
2. Brandvagt C.3.
3. Christie's Statue C.3.
Dampskibsselskaber:
4. Bergensk B.2.
5. Hardanger Söndhordlansk B.2.
6. Nordre Bergenhus (Sogn) B.2.
7. Holberg's Statue C.3.
8. Norges Bank C.3.
9. Privatbanken C.3.
10. Raadhus C.3.
11. Teknisk Skole D.3.

1: 100.000
0 ½ 1 2 3 Kilom.
Askö
Holmen
Florvaagskj.
Sandviken
Holmen
Kristineborg
Kristinedal
Skredderdal
Blaa-manden
577
Tinde
Skudevikeu
Flöien
Nordnäs
Vaagen
Sönd. Blaamands Tarlelid
Skansevigen Diget
Garmanslund
BERGEN
Skaalvik
Valen
Stolterne
Gladernäs
Möllen
Hjökkelvik
Gravdal
Nygaard
Lakse-vaag
Bellevue
Svarte-Diget
Orne Fj.
Nyboen
342
Gravdals Vand
Banuren
Styrket
Damsgaard
Fryden-bö
Lungegaards V.
Flöien
Ulriken
Flöien
251
Lyder-horn
396
Lyngbo
Dalen
Lia
Nygaard
Soleimsviken
Aarstad
Haukeland
Damsgaards Fj.
Tjönen
Soleim
Fogstol
Lögdene
Lyndaas-trät
117
Möllen
Lövstaken
Landaas
Minde
Fyllingen ned
Lövstaken
Fredlund
Fogenaas
Mandsvärk
Grönstöl
Fjösangen
Sälen
Sälemyr
Helgepluds
Kolstien
Brandhaug
Gulstenen
L. Sälen Vand
Fjösanger
Natland
Stadsporten
Fantoft
Birkelund
Forskjönnelsen
Ekelund
Pleiestiftelsen
Paradis
Krokhaset
Sanddal
Lungegaards Hospital
Os
Kalfaret
Bellevue
Svarte-diget
Store Lungegaards Vand
Flöen
Möllendal
Aarstad
Rennebo
Tonningsnäs
E
F
G
Geograph. Anst. v. Wagner & Debes, Leipzig.

no spirituous liquors, and on Sun. forenoon beer is served only with warm meals. — **Bellevue* (Pl. F, 4), see p. 119. — CONFECTIONERS. *Michelsen*, Olaf-Kyrres-Gade. corner of the Starvhus-Gade, by the park; *Pommerenck* (Norge Hotel), see p. 112.

Electric Tramways (fare 10 ø.). 1. From the *Nøste-Torv* (Pl. B, 3) viâ the Engen, Torvet, Vetrlids-Almenning, and Øvre-Gade, and past the Mariækirke to the *Fæstnings-Brygge* (Pl. B, C, 2). — 2. From the *Nygaards-bro* (Pl. D, 5; p. 118) viâ the Nygaards-Gade to the Torv, thence as above to the Mariækirke, and thence to the N. to *Sandviken* (Pl. C, 1). — 3. From *Smaastrand-Gade* (E. of the Torv-Almenning, Pl. C 3) past the post-office and cathedral and viâ the Kalfarvei to *Kalfaret* (Pl. E, 4; p. 119).

Cabs, by the Exchange (trunk 20 ø.).	1 pers.	2 pers.	3 pers.	4 pers.
With one horse, per hour	1. 50	2. 25	2. 65	3. —
With two horses, per hour	2. 25	2. 25	3. 40	4. —
Per drive in the town	— 40	— 60	— 70	— 90
Per drive in the suburbs	— 60	— 60	— 80	1. 05

Carriages for excursions at *Münter Efterfølger's*, Engen 22, near Holdt's Hotel: cariole 2, carriage with one horse 3, with two horses 4 kr. per hour. To the restaurant on Fløien (p. 118), 2 hrs.; to Fantoft (p. 119) and back, 2½ hrs.

Boats *(Fløt)*: across the harbour 10-20 ø., according to distance. — **Electric Ferry Boat** (5 ø.) from the *Holberg's Almenning* to *Bradbænken*.

Post Office (Pl. C, 3), Raadstue-Plads, 8 a.m. to 7.30 p.m.; on Snn. 8-9 & 5-6. — **Telegraph Office** (Pl. 2), in the Exchange (Pl. C; entrance behind), always open.

Shops. *Hammer*, Strand-Gade 57, Norwegian antiquities, modern silver ornaments, and pictures (branch in the Torv, at the corner of Walkendorfs-Gade); *Brandt*, Strand-Gade 51b, corner of the Østre Muralmenning, furs, one of the largest shops of the kind in Norway (branch in the Torv, at the corner of Walkendorfs-Gade); *Husflids-Forening*, Torvet 16, wood carvings, embroidery, etc.; *Beyer's Tourist Bazaar*, Strand-Gade 2 (books, photographs, wood-carvings, silver filigree-work, furs, etc.); *Milne Grieg*, in the Torv, fishing-tackle and travelling requisites; *Sundt & Co.*, Strand-Gade, tailors for ladies and gentlemen. — CHEMIST: *Monrad Krohn* (English spoken), Strand-Gade. — CIGARS AND TOBACCO: *Reimers & Son*, Smaastrand-Gade 3. — WINE, TINNED GOODS ('Hermetik'), AND BISCUITS: *C. Krøpeliens Enke*, Strand-Gade 40; *J. E. Mowinckel*, Strand-Gade 23 (cigars also). — HAIR-DRESSER: *G. Jørgensen*, Olaf-Kyrres-Gade 15, at the corner of Starvhus-Gade, near the park.

Banks. *Norges Bank* (Pl. 8), *Bergens Credit-Bank*, *Bergens Privatbank*, all in the Torv; office-hours 9.30-12.30 and 4-5.30.

Goods Agents. *Ellerhusen & Lund*, Lille Altonagaarden, Strand-Gade.

Baths. Warm, in the Norge Hotel, etc. — SEA-BATHS at the *Sølyst* (Pl. B, 1), to the S. of the military baths; for gentlemen 7-8.30 and 3-8 o'clock; for ladies 9-2 o'clock.

Consuls. British, *Mr. Albert Gran*, corner of Torvet and Strand-Gade. American, *Mr. V. E. Nelson*, Smaastrand-Gade; vice-consul, *Mr. Joh. Isdahl*.

English Church Service in summer in the Hall of the Young Men's Christian Association.

Tourist Offices. *T. Bennet og Sønner*, Torv-Almenning 18; *Beyer*, Strand-Gade 2 (see above); *Th. Cook & Son*, Torv-Almenning 21b. — BERGENS TURIST FORENING, Strand-Gade 29. BERGENS FJELLMANNALAG ('mountaineers' club'), Torvet (president, Mr. K. Bing).

Bergen (N. lat. 60° 23′), one of the oldest and most picturesque towns in Norway, with 70,000 inhab., lies on a hilly peninsula and isthmus bounded on the N. by the *Vaagen* and the *Byfjord*, on the S.E. by the *Lungegaardsvand*, and on the S.W. by the *Puddefjord*. In the background rise four mountains, 1300-2100 ft. in height: *Blaamanden* (1890 ft.) with the *Fløifjeld* (820 ft.) to the

N.E., *Ulriken* (2105 ft.) to the S.E., *Løvstaken* (1560 ft.) to the S., and *Lyderhorn* (1300 ft.) with the *Damgaardsfjeld* to the S.W.; but the citizens count seven, and the armorial bearings of the town also contain seven hills (formerly seven balls). The climate is exceedingly mild and humid, resembling that of the W. coast of Scotland; the frosts of winter are usually slight and of short duration, the thermometer very rarely falling below 15-20° Fahr., and the average rainfall is 72 inches (in the Nordfjord about 35 in., at Christiania 26 in. only). The mean temperature of the whole year is 45° Fahr. (Christiania, 41°), and that of July 58° (Christiania, 62°). Owing to the mildness of the climate, the vegetation in the environs is unusually rich; flowers are abundant, while grain and fruit ripen fairly well.

The general aspect of the town is modern. The quarters adjoining the harbour, which is entirely enclosed by large warehouses ('Søgaarde'), alone retain a characteristic mediæval appearance. The town extends round the spacious harbour, called *Vaagen*, stretches over the rocky heights at the base of the Fløifjeld and over the peninsula of *Nordnæs*, which separates the Vaagen from the *Puddefjord* (to the S.), and is now spreading to the S.E., towards the *Lille* and *Store Lungegaardsvand*. Many of the houses are roofed with red tiles, which present a picturesque appearance. The older houses are timber-built, and usually painted white. The streets are called 'Gader', the lanes and passages 'Smug' or 'Smitter', and these are intersected at right angles by wide open spaces called 'Alménninge', designed chiefly to prevent the spreading of conflagrations. Notwithstanding this precaution, Bergen has been repeatedly destroyed by fire, as for example in 1702, the disaster of which year is described by *Peter Dass* (p. lxxv) in three poems. A conduit now supplies the town with water from *Svartediget* (p. 119), thus diminishing the danger.

The inhabitants of Bergen, as well as those of the whole district (Nordhorland, Søndhorland, and Voss), are more vivacious than those of other parts of Norway, and are noted for their sociability and light-heartedness, which burst forth in song on festive occasions. English and German are much spoken by the better-educated.

Bergen (from *Bjørgvin*, 'pasture among the mountains') was founded by King Olaf Kyrre in 1070-75 on the site of the old royal residence of *Aalrekstad*, at the E. end of the present harbour, which at that period ran inland as far as the Cathedral. The town must soon have become an important place, as the greatest battles in the civil wars of the following centuries were fought near it. In 1135 *Magnus Sigurdsson* was captured and deprived of his sight here by *Harald Gille*, who in his turn was slain by *Sigurd Slembe* the following year. In 1154 Harald's son *Sigurd Mund* was killed by the followers of his brother *Inge* on the quay of Bergen. In 1181 a naval battle took place near the Nordnæs between kings Magnus and Sverre; and in 1188 the *Kuvlunger* and *Øskjegger* were defeated by Sverre at the naval battle of *Florvaag* (near the Askø). Ten years later, during the so-called 'Bergen summer', the rival *Bjerkebeener*, under *Haakon Jarl* and *Peter Steyper*, and *Bagler* under *Philipp Jarl* and *Erling Steinvœy*, fought for possession of the town, till the latter were de-

feated in a great battle near the old German church. In 1223 a national diet was held at Bergen, at which *Haakon Haakonsen's* title to the crown was recognised (p. xlix).

For its subsequent commercial prosperity the town was indebted to the Hanseatic League, which established an office here about the middle of the 15th century. From this *Comptoir* the German merchants were known as *Kontorske*, and the nickname of *Garper* (probably from *garpa*, 'to talk loudly') was also applied to them. Having wrested various privileges from the Danish government, they gradually monopolised the whole trade of northern and western Norway, and forcibly excluded the English, Scottish, and Dutch traders, and even the Norwegians themselves, from all participation in it. At length, after an oppressive sway of more than a century, they were successfully opposed by *Christopher Walkendorf* in 1559, after which their power declined. Their 'Comptoir' continued to exist for two centuries more, but in 1763 their last 'Stave', or office, was sold to a native of Norway. Even in the 17th cent. the trade of Bergen much exceeded that of Copenhagen, and at the beginning of the 19th cent. Bergen was more populous than Christiania. At the present day Christiania, however, carries on 32 per cent of the whole trade of Norway, while Bergen's proportion is 16 per cent only.

Among eminent natives of Bergen may be mentioned *Ludvig Holberg* (b. 1684, d. at Copenhagen 1754), the traveller, social reformer, poet, and founder of modern Danish literature, especially comedy; *Johan Welhaven*, the poet (d. 1873); *J. C. Dahl*, the painter (d. 1857); and *Ole Bull* (d. 1880), the musician.

Fish has always been the staple commodity of Bergen, which is the greatest fish-mart in Norway. The Hanseatic merchants compelled the northern fishermen to send their fish to Bergen, and to the present day the trade still flows mainly through its old channels. In May and June occurs the first *Nordfar-Stævne* ('arrival of northern seafarers'), when the fishermen of the N. coasts arrive here with their 'Jagter' deeply laden, with cod-liver oil (of five qualities: 'Damp Medicin-tran', 'Medicin-tran', 'blank', 'brun-blank', and 'brun') and roe ('Rogn'); and in July and August they bring 'Klipfisk' and 'Rundfisk'. Bergen also has a considerable mercantile fleet (over 150 steamers and 200 sailing-vessels). The exports, chiefly fish, are valued at 20, the imports at 30 million kr. annually. The ship-building yards are the largest in Norway: *Georgernes Verft* on the Puddefjord, *Laksevaag Dampskibsbyggeri* at Laksevaag, and *Bergens Mekaniske Værksted* at Solheimsviken.

The main street is the STRAND-GADE (Pl. B, C, 2, 3), running parallel with the harbour, and containing the principal shops and offices. (Its W. prolongation leads to the Nordnæs; see p. 117.)

At the E. end of the Strand-Gade lies the TORVE-ALMENNING with the adjoining TORV (Pl. C, 3), which together form a long 'Plads', running S. from the E. end of the harbour, and separating the old part of the town from the new quarter built since the fire of 1855. Here are the principal modern buildings, including the *Exchange* (Pl. 2; built by Solberg), and several banks; and here also is the point of intersection of the electric tramways (p. 113). At the upper (S.) end of the Torve-Almenning is a *Statue of Christie* (Pl. 3, C 3; by *Borch*), the president of the first Norwegian Storthing, which concluded the convention with Sweden in 1814 (comp. p. lxxvi). To the N. of this point, in front of the Exchange, rises a *Statue of Ludvig Holberg* (Pl. 7, C 3; see above), by *Börjeson*. — From the Torv, at the head of the harbour, projects a pier called *Triangelen*, at which the fishermen usually land. Interesting fish-market here

(especially Wed. and Sat., 8-10 a.m.). — For the Vetrlids-Almenning, etc., to the N.E., see p. 118.

To the N. of the Torv, on the N.W. side of the harbour, extends ***Tydskebryggen** (Pl. C, 2), or the *German Quay*, bordered with a long row of brightly painted warehouses. In front of each rises a crane ('Vippebom') for unloading the fish brought to Bergen by the Northmen in their smacks. The Tydskebrygge, formerly the Hanseatic quarter, assumed its present form after the fire of 1702. Here resided the clerks of the merchants of Bremen, Lübeck, and other towns of the League, who, owing to the jealousy between the rival nations, were forbidden to marry. There were sixteen different gaards (counting from the Torv): *Finnegaarden*, *Dramshuset*, *Bratten*, *Leppen*, *Ravelsgaarden*, *Solegaarden*, *Kappen*, *Kjælderen* (which contained the old Exchange), and the *Holmedalen*, *Jacobsfjorden*, *Svends*, *Enhjørnings*, *Breds*, *Bue*, *Engel*, *Søster*, and *Guldsko* gaards. Each gaard was presided over by a 'Bygherre' and was divided into 'Staver', or offices, belonging to different owners. Each merchant had a clerk and one or more servants ('Byløber') resident here.

The ***Hanseatic Museum** (Pl. C, 2) in the Finnegaard (open 10-2 and 4-7, on Sun. 12-2 and 5-7; adm. 1 kr.; catalogue 1 kr.) conveys a good idea of how the gaards were fitted up, and contains a collection of furniture, weapons, fire-extinguishing apparatus, etc., mostly of the latest Hanseatic period. On the Ground Floor were the warehouses; on the First Floor is an outer room leading to the 'Stave', or office of the manager, with his dining-room and bedroom behind; and on the Second Floor are the 'Kläven', or rooms of the clerks and servants. — As the use of fire or light in the main building was forbidden, a common room ('Skjøtstuen') for the inmates of the Gaard was erected a little behind it, near the vegetable gardens. The remains of only a few of these common rooms survive. One of them has been restored in the Dramshus.

Above the gaards of Tydskebryggen, to the N., rises the **Mariækirke** (Pl. C, 2), with its two towers, erected in the 12th cent., enlarged in the 13th, and used by the Hanseatic merchants as a German church from 1408 to 1766. The nave is Romanesque, the choir Gothic. The elaborately carved pulpit and the altar date from the 17th century.

The Tydskebrygge is continued to the N.W. by the *Fœstningsbrygge* (Pl. B, 1, 2), at which the large deep-sea steamers lie. The entrance to the harbour here is defended by the old fortress of —

Bergenhus (Pl. B, C, 1, 2), with *Walkendorf's Taarn* and the *Kongehal* (adm. daily, 8-6, except Sun.; apply to the sentinel; fee to soldier who attends visitors $^1/_2$ kr.). *Walkendorf's* or the *Rosenkrantz Tower*, originally built by Haakon Haakonssøn, extended by Rosenkrantz in 1565, and restored in 1848, consists in fact of two towers, of which that on the N. is the more modern. Several balls built into the walls and gilded commemorate an unsuccessful attempt of the English fleet to capture the Dutch fleet which had sought refuge in the harbour in 1665. The interior of the tower serves as an arsenal (fine chimney-pieces, old flags, etc.). The gallery at the top affords an admirable survey of the harbour and the

town. Behind this tower is the *Kongehal*, of the 13th cent., with a large festal hall (now being restored). — Above the fortress of Bergenhus rises the ancient *Sverresborg* (Pl. C, 1).

On the S.W. side of the harbour, between it and the Puddefjord, the peninsula of **Nordnæs** (Pl. A, 1, 2) projects far into the sea. On the summit rises *Fort Frederiksberg*, now the fire-watch. On the N.W. side of the fort are the *Observatory* and the *Hospital*. The large and conspicuous brick building on the N. side is the *Sømandshus*, an asylum for superannuated seamen and seamen's widows. At the end of the peninsula are promenades with benches commanding fine sea-views.

A new quarter with broad and regular streets has sprung up within the last few decades around the *Litte Lungegaardsvand* (Pl. C, 3, 4). On the W. side of this lake extends the small *Public Park*, where a band plays daily (except Sun.) in summer from 12.30 to 1.30, and frequently also from 8 to 11 p.m. To the W. of the park lies the *Grand Café* (Pl. x), to the N. the *Norge Hotel* (Pl. a), and to the S. the new —

Vestlandske Museum (Pl. C, 3), built by *Henr. Bucher* in 1894-97. On the groundfloor of the museum are a *Fisheries Museum* and an exhibition of industrial art; while the first and second floors accommodate the *Vestland Industriat Museum* and the *Municipal Picture Gallery*.

The Industrial Museum contains furniture and wood-carvings of the 15-18th cent., gold and silver plate, porcelain, Norwegian tapestries, netted work, silver ornaments, copper and tin utensils, articles of clothing, etc.

The Picture Gallery includes examples of *Bodom*, *Eckersberg*, *Tidemand*, *Gude*, *Nordenberg*, etc. Among earlier works may be noted: 115. *A. R. Mengs*, Cartoon of the Entombment; 178. *Carstens*, The inhabitants of Rügen seeking to purchase their independence from Holstein (drawing). — The exhibition of the *Bergen Art Union (Kunstforening)* is also shown here (changed from time to time).

The *Christies-Gade* runs to the S. between the Vestlandske Museum and the *Raitway Station*, passing the *Roman Catholic Church*, to the *Sydnæshoug*, an eminence on which rises the —

Bergen Museum (Pl. C, 4), containing antiquarian and natural history collections and a library. The central block was erected in 1865 by *Nebetong*, the wings were added in 1897 by *Sparre*. — Adm. daily, 11-2 and 4-6; 25 ø. on Tues., Thurs., Sat., other days free.

On the Ground Floor is the collection of Norse Antiquities (good catalogue, with illustrations, by *Lorange*, 50 ø.), chiefly from W. Norway. In the entrance-hall, on the right, two carved church-portals from the Sogneda!; then, ecclesiastical vessels and pictures, a fine altar-piece in carved oak with wings, of the 16th cent., tankards, porcelain, furniture (mostly Dutch); also prehistoric curiosities. — The Natural History Collection (first and second floors; catalogue 25 ø.) comprises a very complete set of specimens of Norwegian fish and marine animals (skeleton of a huge whale, etc.).

On the hill to the W. of the museum rises the conspicuous **Church of St. John** (Pl. B, C, 4), a large Gothic brick building with a lofty tower, erected in 1890-93 from plans by H. Backer.

To the E. of the museum is an attractive residential quarter, through which we may pass to the ***Nygaards Park** (Pl. C, 4, 5), with fine views. On the S. side of the grounds, opposite Holmen, are a pavilion where a band plays (Sun., 5-7) and a café. — Outside the S. gate of the park, on a bay of the Solheimsvik, is an *Aquarium* (Pl. C, 5; Danielssen's Biological Station), open daily (except Sat.) from May till the end of August, 11-2 and 4-6 (25 *ø.*, Sun. 10 *ø.*).

We may return by the electric tramway (p. 113) from the neighbouring *Nygaardsbro* (Pl. D, 5). Beneath this bridge flows the *Store Strøm*, which connects the Store Lungegaardsvand with the *Solheimsvik* and the *Puddefjord*. The tide flows in and out of this 'stream'.

To the N.E. of the Torv extends the Vitterslevs or Vetrlids Almenning (Pl. C, 2), in which stands the covered market or 'Bazaar', containing the *Public Library* (12-1 and 5-7). — Near this is the *Korskirke* (Pl. C, 3), or Church of the Cross, founded about 1170 but dating in its present form from 1593. *Niels Klim*, who figures in Holberg's 'Subterranean Journey', was sacristan here. A tall monument behind the church commemorates the Norwegians who fell in the naval battle of the Alvø (May 16th, 1808). Several streets here derive their names from the 'Fif Amten', or five German guilds, of *Skomagere*, *Skinnere*, *Bagere*, *Guldsmede*, and *Bartskjærere*, who were under Hanseatic protection. — Farther to the E. is the **Cathedral** (Pl. D 3; *St. Olaf i Vaagsbunden*, *i.e.* 'at the end of the harbour'), originally a monastery-church, erected in 1248, rebuilt in 1537, and restored in 1870. It consists of a nave and S. aisle only. Fine Gothic window and portal in the lower story of the tower. — For the *Kong-Oskars-Gade*, which passes this point, see p. 119.

Walks. From the upper end of the Vetrlids-Almenning (Pl. C, 2; near a station of the electric tramway) a road ascends in windings (accompanied by flights of steps for walkers), towards the E., passing the reservoir, to the (20 min.) ***Fjeldvei** (Pl. D, E, 2, 3), a road halfway up the side of the *Fløifjeld* (p. 113). By morning-light particularly the Fjeldvei affords a beautiful view of the town lying at our feet, with the Vaagen and Puddefjord, the hills of Lyderhorn and Damsgaardsfjeld, the sea stretching into the distance, the Askø, and a host of rocky islets. The finest point is marked by a white flagstaff (385 ft.; Pl. D, 2), at a bend in the road above the cathedral (about 5 min. to the S.E. of the point where we reached the Fjeldvei). Beside it is a café. Following the Fjeldvei farther to the S.E., we may by-and-by descend in windings to the Pleiestiftelse on the Kalfarvei (p. 119), along which passes an electric tramway (15-20 min.; those who approach the Fjeldvei from this side ascend to the left just opposite the 'Brand-Telegraf' of the hospital). The whole walk takes 1-1½ hr. — The view is more extensive from the ***Fløien** (825 ft.; Pl. D, 2), a hill ascended by a winding road in 30-40 minutes. On the top are a conspicuous iron vane, which has given name to the hill, and a good *Restaurant* (p. 112).

Instead of going to the S.E. and returning to the town by the Pleiestiftelse, we may, after enjoying the view from the flagstaff above the cathedral, follow the picturesque road towards the N., which crosses the stream in the *Skrædderdal* and descends in windings to the suburb of Sandviken (Pl. C, 1). At Sandviken are a large lunatic asylum and many pretty villas. Thence we may return to the town by the electric tramway (p. 113).

From the end of the road ascending the Fløien a footpath, beyond the restaurant, ascends by the side of the fence enclosing the plantation. Farther on a guide-post indicates the route to the *Skomagerdiget* (to the right) and to *Blaamanden* (1805 ft.; left), whence a path descends to the Svartediget (see below).

Another favourite walk is by Kong-Oskar's-Gade, past the *Teknisk Skole* (Pl. 11; D, 3), the *Cemetery of St. James*, which contains a monument to Christie (p. 115), and the *Stadsport* (Pl. D, 3; dating from 1630). Rich vegetation in the gardens adjoining the road *(Kalfarvei)* and fine trees in the *Forskjønnelsen* promenade. On the left is the road ascending to the Fjeldvei (p. 118), and on the right are the *Pleiestiftelse* (Pl. E, 4), a hospital for lepers, and the *Lungegaards Hospital*. Farther on is the *Kalfaret* promenade, with its villas, which goes on to *Fløen* and *Møllendalen* (Pl. F, 5), on the Store Lungegaardsvand, whence we may return by one of the steam launches starting every $^1/_2$ hr.

The road diverging to the left 5 min. from the Pleiestiftelse (from which in turn another road leads to the left to the *Café-Restaurant Bellevue;* Pl. F. 4) leads to the *Kalvedal*, in which, 1 M. farther on, is *Svartediget* (Pl. G, 4), a lake whence Bergen is supplied with water. Grand scenery; to the S.E. towers Ulriken. About $^1/_2$ hr. farther on is *Isdalen*, a picturesque gorge. — The path ascending the right bank of the *Møllendals-Elv*, which issues from the Svartediget, leads viâ the farm of *Aarstad* (Pl. G, 5) to ($^1/_4$ hr.) the Kalfarvei, by which (electric tramway) we may return to Bergen.

A trip may be taken from the quay of *Nøstet* (Pl. B, 3) by steam-ferry (every $^1/_4$ hr.; 5 ø., after 9 p.m. 10 ø.) across the *Puddefjord* to *Laksevaag*, with its large shipbuilding-yards and dry docks (p. 115). We then walk to the pretty *Gravdal* at the foot of the *Lyderhorn* (1350 ft.), which may easily be ascended, or to the E. along the fjord, passing pleasant villas, to the *Solheimsviken* (p. 120) and to the Nygaardsbro (Pl. D, 5; p. 118).

The ascent of *Løvstaken (1560 ft.; p. 114) and back takes 3-4 hrs. from *Solheimsviken*. From the railway-station the route leads past the houses and follows the new bridle-path which ascends in windings through a pleasant plantation (above which is a fine view), and then towards the S. to the top. The view is perhaps the most beautiful near Bergen.

Another good point of view is Ulriken (2105 ft.). From the Kalfarvei (see above) we follow the road to the S., which crosses the Møllendals-Elv and (leaving the church of *Aarstad* to the right) passes the gaards of *Haukeland* and *Vognstol*. Crossing the streamlet flowing to the little *Haukelandsvand* (not to be confounded with the lake mentioned on p. 120), we take the road leading to the left to the gaard of *Lægdene* (about 1 hr. from Bergen). Farther on the way up the mountain ($2^1/_2$ hrs.) is marked by white posts tipped with red. On the summit are two stone pyramids. The nearer summit (1990 ft.) is the best point of view.

About 30-40 min. from the railway-station of *Fjøsanger* (p. 120) lies the beautiful estate of **Fantoft**, belonging to Mr. Gade (late American con-

sul), who usually admits visitors to the grounds (enquire beforehand in Bergen). An old 'Stavekirke' from Fortun (p. 148) has been re-erected here and somewhat freely restored (there is, *e. g.*, no authority for the entirely open arcade; comp. pp. 28, 29). The pavilion higher up commands a beautiful view of the Nordaasvand. The drive (2½ hrs.) to Fantoft is very attractive. Travellers who wish to lunch or dine in the neighbouring **Birkelund Restaurant* should order their meal beforehand by telephone.

To the bathing-resort of **Solstrand, near** *Ose*, see p. 99.

A pleasant trip may be taken by steamboat (thrice daily from Muralmenning, Pl. C 2; fare 30 ø.) to the (1 hr.) **Askø**, a large island in the Skjærgaard, to the N.W. of Bergen (1 hr.), where the *Udsigt* (*Dyrteigen*, ½ hr.) commands a splendid view of the sea and coast.

20. From Bergen viâ Vossevangen to Eide on the Hardanger Fjord, or viâ Stalheim to Gudvangen on the Sognefjord.

Railway ('Vossebane') to *Vossevangen*, 108 Kil., in 4 hrs. 20 min. (fares 7 kr. 70, 3 kr. 85 ø.). The railway is now being continued high up the fjeld and is to be carried through to the Krøderen Lake viâ the Hallingdal. — Roads from Vossevangen to *Eide*, 30 Kil., and from Vossevangen to *Gudvangen*, 48 Kil., with fast skyds-stations.

The Railway (station, see p. 112; views mostly to the left) passes through a short tunnel and crosses the Store Strøm. — 2 Kil. *Solheimsviken*, the industrial S. suburb of Bergen (p. 115), lies on the bay of that name at the foot of Løvstaken (p. 119). We pass several small lakes. — 5 Kil. **Fjøsanger**, with villas, on the *Nordaasvand*, with its charming islets. Near the station, on the hill to the left, is the villa of the German consul. About ½ hr. farther to the S., not seen from the station, is the estate of *Fantoft* (p. 119).

8 Kil. *Hop.* — The train ascends to (9 Kil.) **Nestun** or *Nedsttun* (104 ft.; *Hôtel Nestun; Rail. Restaurant*), near the skyds-station of *Midtun*, where marble is quarried. The high level of the line affords a fine view across the Nestunsvand to the slopes of Ulriken.

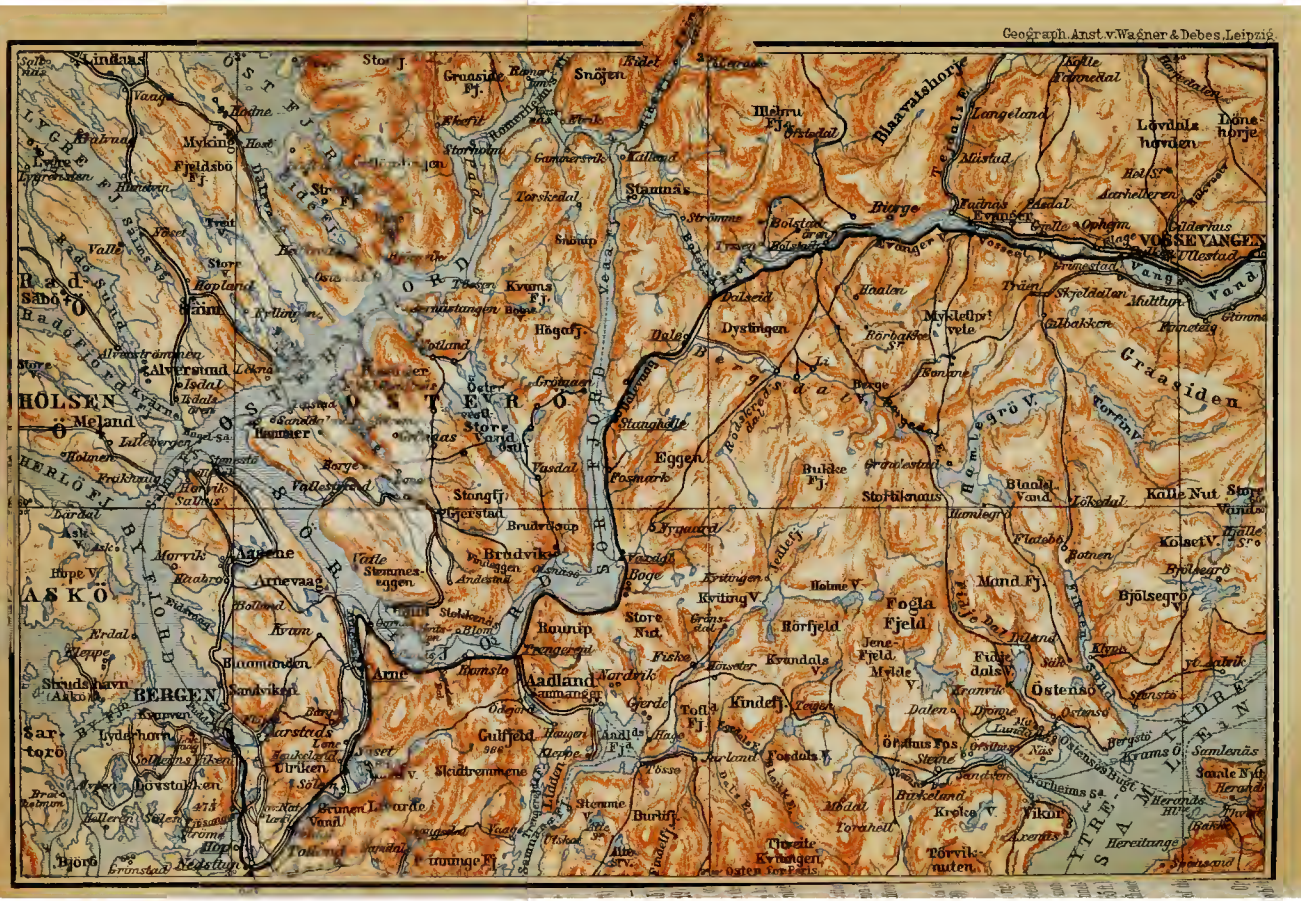
A branch-railway runs from Nestun to (20 Kil.) **Os** or *Oseren*, on the *Bjørnefjord*, near which is the large marine hotel of *Solstrand* (p. 99). A local steamer plies between Bergen and Os.

The train crosses the *Nestun-Elv* by a high bridge (views right and left), turns to the N.E. into the pretty *Langedal*, ascends rapidly, threads two tunnels, and crosses the river twice more. 15 Kil. *Heldal*, a little to the S. of the *Grimenvand*. Two tunnels. Beyond the *Haukelands-Vand* we reach (18 Kil.) *Haukeland* (265 ft.), at its N. end, the highest point on the line. In descending thence we overlook the brawling stream which issues from the lake.

25 Kil. *Arne* (65 ft.), with a church, at the S. end of the *Arnevaag*, a narrow branch of the *Sørfjord*.

29 Kil. **Garnæs** (65 ft.; *Rail. Restaurant*), on the Sørfjord. Opposite rises the church of *Haus* on the *Osterø*, a large island which

Geograph. Anst. v. Wagner & Debes, Leipzig.



bounds the Sørfjord on the N. and remains in view till we reach Stanghelle. The engineering of the line on the S. bank of the Sørfjord is very interesting. Eleven short tunnels between Garnæs and the next station.

39 Kil. **Trengereid** (50 ft.; *M. Trengereid's Inn*). The *Gulfjeld* (3235 ft.; extensive panorama) may be ascended hence (5 hrs., there and back; landlord acts as guide, 4 kr.).

A post-road leads from Trengereid, passing between the Gulfjeld and *Kraaen* (2145 ft.), to (11 Kil.) **Aadland** (**Inn*), on the bay of that name at the N. end of the *Sammanger Fjord*. Row to Tøsse, and walk thence to Norheimsund, see p. 103.

The train rounds the promontory, which separates the S. from the E. arm of the Sørfjord and culminates in the *Hanenip* (2440 ft.) and the *Raunip* (2475 ft.). Ten tunnels. Across the fjord, here only 550 yds. broad, we still see the Osterø, on which rises the church of *Brudvik*. Above it towers the *Brudviksnip* (2945 ft.). On the pretty *Olsnæs-Ø* a new school has been built. The train crosses the *Vaxdals-Elv*, which has a fall above the bridge (right) and drives a large mill lower down.

51 Kil. **Vaxdal** (50 ft.; *Rail. Restaurant*). Five tunnels, the longest penetrating the *Hættaparti*.

59 Kil. *Stanghelle*. The train leaves the Sørfjord, crosses the *Dalevaag*, skirts the W. bank of the latter, and ascends the *Dals-Elv*. To the right rise steep cliffs.

66 Kil. *Dale* (Gullachsen's Hotel), from which a short line of rails runs to Jebsen's large cloth-factory, lies at the mouth of the *Bergsdal*.

A new *Road, passing through several tunnels in the rock, leads from Dale to (6 Kil.) *Fosse*, the highest farm in the Bergsdal. Thence a poor road goes on viâ *Rødland* and the *Lien-Sæter* to the (20-22 Kil.) *Hamlegrø Hotel* (p. 103).

Beyond Dale the train passes through nine tunnels, one of them the longest (1410 yds.) on the line; charming views of the fjord between these. The train now reaches the S. bank of the *Bolstads-Fjord*.

78 Kil. **Bolstad** (30 ft.; *Inn*), at the E. end of the fjord, enclosed by rocky hills. — Eight tunnels. The train ascends the left bank of the *Vosse-Elv*, which forms several rapids, and then skirts the S. bank of the *Evangervand*. On the N. bank lies *Fadnæs*, at the entrance to the Teidal (p. 128).

88 Kil. **Evanger** (50 ft.; *Monsen's Hotel*, well spoken of), at the head of the lake. The village with its church lies on the opposite bank of the Vosse-Elv, which here enters the Evangervand. To the S. towers the *Myklethveitvete* (3740 ft.), ascended from Evanger in 2-3 hrs. (extensive view; guide, *Jacob A. Evanger*).

The train follows the left bank of the Vosse-Elv, with its occasional lake-like reaches, crosses it, and passes through the fifty-second and last tunnel to (99 Kil.) **Bulken**, situated at the efflux of

the Vosse-Elv from the picturesque *Vangsvand* (148 ft.). A suspension-bridge crosses the river to **Liland's Hotel* (English spoken).

From Bulken viâ *Grimestad* and *Skjeldal* to the *Hamlegrøvand* and thence on to the *Fiksensund* (Hardanger), see p. 103.

Skirting the N. bank of the Vangsvand, we see, to the S., the long crest of *Graasiden* (4270 ft.), with its large patches of snow.

108 Kil. **Voss.** — RAILWAY STATION to the W. of the village, 55 ft. above it.

Hotels. *FLEISCHER'S HOTEL, in an open situation outside the village and immediately to the W. of the station, patronized by English travellers and often crowded, R. 2, A. 1/2, D. 2, B. or S. 1 1/2 kr.; *MEINHARDT'S, a few yards farther on, simpler, mainly patronized by Germans, R. 1 1/2-2, B. 1-1 1/2, S. 1 1/2 kr. — To the E. of the station, in the village, *VOSSEVANGEN HOTEL, by the church, R. 1 1/2, B or S. 1 1/2, D. 2 kr.; opposite, DAVID PRÆSTEGAARD'S, fair, R. 1 1/4-1 1/2, B. or S. 1 1/4, D. 2 kr.; KJELLER'S, unpretending, at the upper end of the village, farther from the station. — Quarters may be obtained also in lodging-houses, indicated by tickets. *Fru Mette Bø Pettersen's Pension*, 80 kr. per month, well spoken of. — *English Church Service* in the season.

Post Office by the church, on the side next the railway-station. — **Telegraph Office** at the railway-station; also telephone to the Stalheim Hotel (p. 125; 25 ø.).

Carriages are usually engaged here for the whole journey to Eide or Gudvangen, to save delay in changing horses: stolkjærre to Eide 7, to Stalheim 9 1/2, to Gudvangen 12 1/2 kr. — Two-horse carriages for 2, 3, 4, or 5 pers., to Eide 12, 15, 18, or 20 kr.; to Vinje 10, 12, 14, or 16 kr.; to Opheim 12, 15, 18, or 20 kr.; to Stalheim 16, 20, 24, or 28 kr.; to Gudvangen 25, 30, 36, or 40 kr. (driver's fee in each case extra). The charge should be agreed on beforehand.

Voss or *Vossevangen* (125 ft.), charmingly situated at the E. end of the Vangsvand, is suited for some stay. The stone *Church*, in the middle of the village, dating from 1271-76, contains memorial tablets to pastors of the 17th and 18th cent., a candelabrum of 1733, and Bible of 1589. L. Holberg, the poet (p. 115), was tutor at the parsonage in 1702. At the upper end of Voss the road divides: left to 'Gudvangen, Sogn'; right to 'Eide, Hardanger'.

The environs of Vossevangen are admirably cultivated. Many large farms and several pleasant villas. Although the mountains are near, cultivation has taken more complete possession of the plain than in almost any other part of Norway. The Vossinger are a gifted and enterprising race.

About 1/2 M. to the W. of Fleischer's Hotel, on the upper road diverging to the right from the Bergen road, is the farm of *Fin*, beside which is preserved the *Finneloft*, a timber-house built in 1300. ('Loft' or 'Bur' is a two-storied farm-house, as opposed to the 'Stue', or house of one story.) The lower story of Finneloftet is in the shape of a blockhouse, the upper story in frame-work. There is no inside staircase (adm. 10 ø.).

The following is a pleasant WALK of 1 1/2 hr. from Voss. A path leads to the S. from the church, skirting the upper end of the Vangsvand and running partly through pine-woods, to the (10 min.) *Rundals-Elv*, the E. discharge of the lake, which we cross by boat (5 ø. each pers.). On the left bank we ascend to the road leading uphill, and follow it through wood and across a wooden bridge, and then in rapid curves to (1/2 hr.) the *Café Breidablik*, whence there is a fine view of Vossevangen and its environs. — The road on the other side of the valley continues to ascend to (3-4 Kil. from Breidablik) *Herre* and (7-8 Kil.) *Rogn*.

The ascent of the **Lønehorje** (4680 ft.), to the N. of Voss, is easy and attractive (5 hrs., there and back 8 hrs.; guide 3 kr.). A road, diverging from the Gudvangen road a few yds. to the E. of the church of Vossevangen, leads viâ *Ringheim* (p. 124) and *Traae* to the *Klepsæter*. Thence a footpath ascends over pastures and loose stones (difficult at places) to the S.W. summit (commanding a picturesque view of Vossevangen), and then across a slightly sloping snow-field to the higher E. summit, whence the view embraces the mountains to the N. as far as the Jostedalsbræ, to the E. to the Hardanger **Jøkul**, and to the S. to the Folgefond.

Another grand view is obtained from the *Hondalsnut* (4800 ft.), the ascent of which also takes about 5 hrs.

From Voss, or from Bulken (p. 122), viâ *Grimestad* and *Skjeldal* (6 Kil.; road thus far) to the *Hamlegrøvand* and on to *Østenso* on the Hardanger Fjord, see p. 103.

Between the roads to the Hardanger and the Sogn (described below), a road (and also the new unfinished railway to Christiania) ascends the Rundal to the E., on the right bank of the *Rundals-Elv*, to the gaards of *Kløve* (where the '*Sverresti*', a path once used, according to tradition, by King Sverre and his Bjerkebener, diverges), *Grove*, *Hemberg*, *Vold*, and (about 30 Kil. from Voss) *Eggereid* (1850 ft.). A footpath, still ascending the Rundal, leads thence in 1¾-2 hrs. viâ *Almindingen* to *Klevene* (2480 ft.), and in ¾-1 hr. more to the **Opsæt-Støle** (2820 ft.), above the *Runde-Vand*, the seat of the large electric-power works for the construction of a tunnel, 3½ M. long, through the *Gravehals* (3725 ft.). The tunnel is expected to be completed in 1903. — Over the Gravehals to *Kaardal* in the upper Flaamsdal (p. 134), 3½-4 hrs. — To the *Hallingskei*, see p. 47. Viâ Klevene (see above) and the *Slondals-Sætre*, on the *Slondalsvand*, then past the *Brione Sæter* and over the watershed to the *Solsivand* and on to *Ulvik* (p. 111), 9½-10 hrs.

From Vossevangen to Eide on the Hardanger Fjord (comp. p. 104). — The road crosses the *Rundals-Elv* and ascends its left bank, through a beautiful wooded tract, passing several farm-houses. It then turns into a side-valley and beyond the gaard of (11-12 Kil. from Vossevangen) *Male* reaches its highest point (870 ft.). It then descends gradually and crosses the boundary of the *Hardanger* district. The *Skjerve-Elv*, flowing S., is coloured dark-brown by a number of marshy ponds. The upper part of the valley terminates suddenly, and the road descends in zigzags into ***Skjervet**, a deep and picturesque valley. On the left the *Skjervefos* descends in two halves, the upper resembling a veil. The road crosses a bridge between the two parts of the fall. Rich vegetation. Many old moraines.

22 Kil. (pay for 25 in the reverse direction) *Seim i Graven* (*Næsheim's Hotel, moderate) is prettily situated at the N. end of the beautiful **Gravensvand**, and commands a fine view of the entire lake and of the massive *Næsheimshorgen* (3250 ft.) to the S.W. To the S. the Oxen (p. 104) becomes visible. The road skirts the E. bank of the lake. About halfway along it, to the left, is the *Gravens-Kirke* shortly before which the road to *Ulvik*, mentioned at p. 124, diverges to the left. Farther on the road is carried along wooden viaducts or has been hewn in the rock immediately overhanging the lake. We pass *Nedre Vasenden*, at the lower end of the Gravensvand, traverse a rocky defile, and reach —

8 Kil. *Eide* (see p. 104) after 3 hrs.' drive from Voss.

From Graven to Ulvik a new road, expected to be finished in the autumn of 1899, affords direct communication with the Eidfjord, or inner Hardanger Fjord. This road ascends the wooded lateral valley between Næsheim's Hotel and the Gravens-Kirke, and skirts the *Espelandsvand* (good fishing), on the S. side of which rises the *Kjærringfjeld* (3445 ft.). It then gradually descends between the Kjærringfjeld and the *Sole Nut* and finally describes a wide curve down the *Hylleklev*, commanding a fine view of the Ulvikfjord, of the snow-clad Onen (p. 111) with the Døgerfos, on the E., and of the Vasfjæren (p. 111), on the N.E.

20 Kil. *Ulvik*, see p. 111.

The old bridle-path (very steep; 4-5 hrs.' walk) ascends to the E. of the Gravens-Kirke, reaching its highest point (1900 ft.) beyond the *Vatnesæter*, between the *Kvashoved*, on the N., and the *Graahellerfjeld*, on the S. The descent on the other side, finally passing the Hôtel Wilhelmsen (p. 111), commands a fine view.

From Vossevangen to Gudvangen on the Sognefjord, 48 Kil. (comp. p. 122), a drive of about 6 hrs. (electric railway in progress).

The finest point on this route is the top of the *Stalheimsklev*, seen to best advantage by afternoon-light. To enjoy this we leave Voss early, and can go on to Gudvangen the same evening. Those who cannot start from Voss till about noon should spend the night at the (36 Kil.) Stalheim Hotel. The first part of the road as far as Tvinde and still more the descent from Stalheim to Gudvangen will repay pedestrians.

The road ascends gradually and passes a little to the E. of the *Lundarvand*. On the left (above), 2 Kil. from Vossevangen, is the gaard of *Ringheim* (p. 123). A rich wooded and grassy region. To the left towers the abrupt *Lønehorje* (p. 123), on the right the horn-shaped *Hondalsnut* (p. 123), behind us *Graasiden* (p. 122). We pass the small *Melsvand*, on the opposite bank of which we observe the gaard of *Dukstad* (past which comes another road from Voss, joining the main road at Tvinde), and also the *Lønevand*, 4 Kil. long. By the gaard of *Løne*, where the road runs close to the lake, we see (left) the *Lønefos*, which descends from the Lønehorje and turns a saw-mill. The road then ascends the *Vossestrands-Elv*, the feeder of the two lakes. The new iron bridge, to the right, leads over this stream to the gaard of *Grotland*.

12 Kil. *Tvinde* or *Tvinne i Voss* (310 ft.; *Tvinde's Hotel). On the left is the fine **Tvindefos*. The road becomes steeper. The valley is enclosed by lofty wooded rocks. About 2 Kil. above Tvinde the Vossestrands-Elv forms a picturesque fall, across which the road is carried by the *Asbrække Bro* (435 ft.; we descend a few paces to see the fall, using caution). About 4 Kil. farther up, the road returns to the right bank of the stream. It next crosses two copious streamlets descending from side-valleys on the left. The second of these, about $^2/_3$ M. from Vinje, is the *Mørkadals-Elv*, along which a path leads viâ Aarmot to Vik on the Sognefjord (10-12 hrs.; p. 128). The valley expands.

10 Kil. **Vinje i Vossestranden** (735 ft.; **Vinje's Hotel*, R. 1, B. 1, D. 2, S. $1^1/_4$ kr.), in a pleasant situation, not far from the *Vinje-Kirke*.

The road ascends the course of the stream, through a ravine, to the S.W. end of the (3 Kil. from Vinje) **Opheimsvand** (955 ft.; abounding in fish; **Framnæs Hotel*, R. 1½-2, D. 2, B. 1 kr. 40, S. 1 kr. 50 ø.; Engl. Ch. Serv. in Aug.), and skirts its N.W. bank. Above the wooded hills of the opposite bank tower mountains of grey crystalline rock, presenting a curious picture. To the S. rises the *Malmagrønsnaave* (3610 ft.). By the church of *Opheim*, prettily situated on the lake, about 4 Kil. from Vinje, is *Opheim's Hotel*.

Beyond the Opheimsvand the road crosses the watershed between the Bolstads-Fjord and the Sognefjord. On the right, the *Aaxel;* then, the *Kaldafjeld* (4265 ft.). We follow the left bank of the *Nærødals-Elv*, which descends to the Sognefjord, and finally ascend in a curve, high above the stream, to the —

***Stalheims Hotel** (1120 ft.), 14 Kil. from Vinje, 12 Kil. from Gudvangen.

This large hotel, built of timber and lighted by electricity, with 150 beds, besides baths, verandahs, balconies, etc., and a telephone (25 ø.) to Vossevangen and to Gudvangen, belongs to a company (manager, Herr Dinger, a German). R. from 2, A. ½, B. 1½, D. 2½, S. 1½ kr. It is advisable to enquire as to rooms beforehand by telephone from Voss or from Gudvangen. — *English Church Service* in summer.

Stalheim is not a skyds-station, but vehicles are always to be had. Cariole to Gudvangen 2 kr. 4, stolkjærre 3 kr. 6 ø.; to Voss, see p. 122.

The hotel is situated at the top of the *Stalheimsklev*, a precipitous rock about 800 ft. high, forming the head of the *Nærødal*, which descends on the E. to Gudvangen. The **View hence of the deep and sombre Nærødal and the huge mountains enclosing it, especially by afternoon-light, is considered one of the grandest in Norway. On the left is the commanding *Jordalsnut* (3620 ft.; p. 134), on the right are the *Kaldafjeld* and *Aaxel* (see above), all of light-grey 'Labrador' rock or feldspath. In the distance the background of the valley is formed by the hill from which the Kilefos near Gudvangen descends (p. 133). We also enjoy a fine view, looking to the S., of the broad valley towards Opheim. The river descending thence forms the Stalheimsfos, which, however, does not come in sight until we descend into the Nærødal (p. 133).

The hill rising to the N.W. of the hotel is the *Stalheimsnut*, to the E. of which a green dale runs towards the N., traversed by a narrow road. From (10 min.) *Brække*, the first gaard in this valley, a fine mountain path, called **Naalene*, diverges to the right, and is well worth following for ½ hr. The Naalene first descends a little, then crosses the bridge over the gorge whence issues the Sivlefos (p. 134), and leads along the heights, with a charming view of the ravine of Stalheim. The path goes on to the gaard *Jordal*, from which the Jordalsnut may be ascended (with guide; Anders Olsen Gudvangen or Ole Myren). — The *Brækkenipa*, ascended in 3 hrs., there and back (guide 3 kr.), is a fine point of view. — A number of other walks and rides in the neighbourhood are being prepared for visitors.

The road winds down the Stalheimsklev and leads thence to *Gudvangen* (a walk of 2 hrs.; see pp. 134, 133).

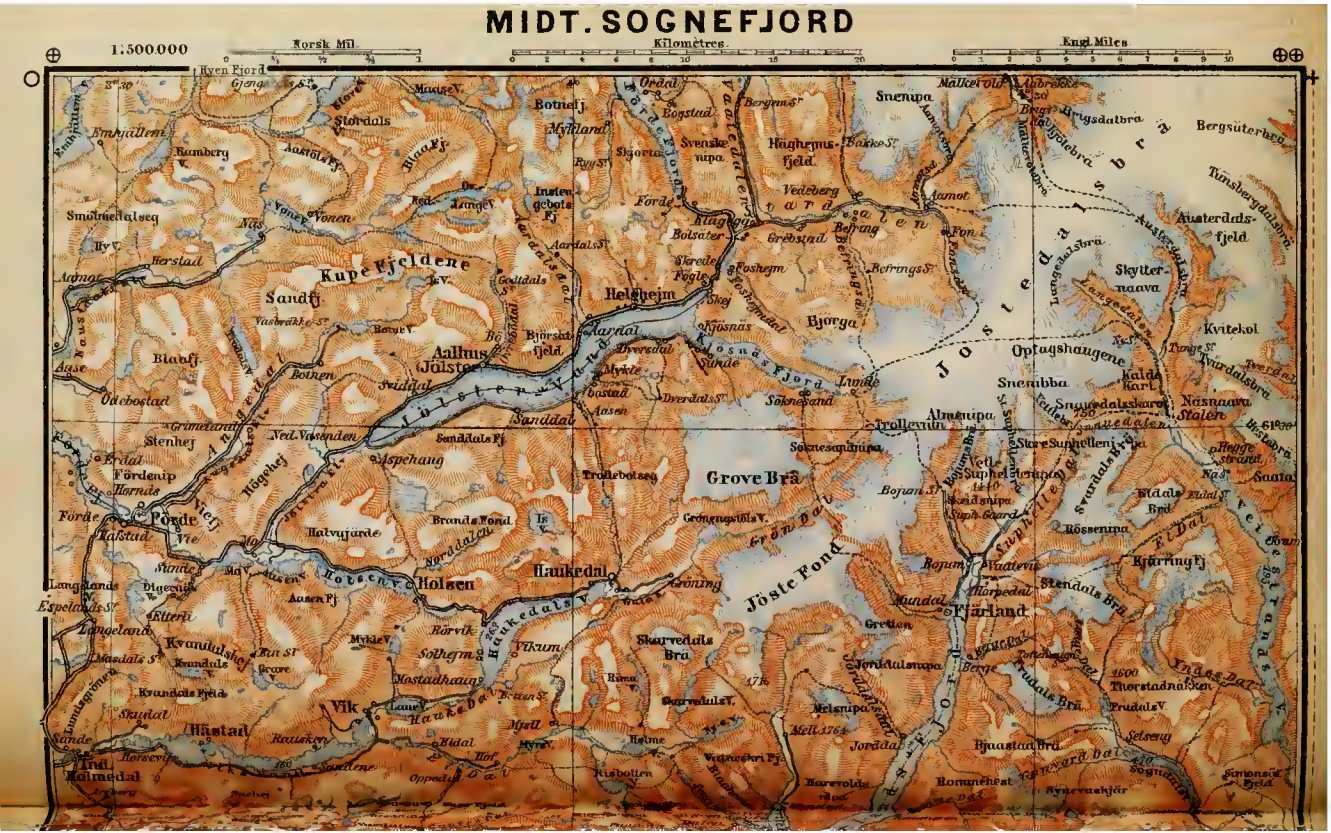
21. The Sognefjord.

The distance by sea from *Bergen* to *Lærdalsøren* at the E. end of the Fjord (starting-point of the routes to Christiania through the Valders and through the Hallingdal, RR. 8, 7) is 31 Norwegian sea-miles in a straight direction. The STEAMBOATS perform the voyage in 15½-24 hrs., according to the number of stations called at. These vessels are well fitted up and have good restaurants, but their berths are limited. Those who have to spend a night on board should lose no time in securing a sofa or a state-room. — Comp. p. xviii.

The **Sognefjord* (from the old word 'Sogne', a narrow arm of the sea), the longest of all the Norwegian fjords, measures 180 Kil. (112 M.) from Sognefest to Skjolden, averages 6 Kil. (4 M.) in width, and is nearly 4000 ft. deep at places. Like all the other fjords, it is unattractive at its entrance, where the rocks have been worn smooth, partly by the action of the waves, and partly by the enormous glaciers which once covered the whole country. The scenery improves as we go E., until the fjord ends in a number of long narrow arms, with banks rising abruptly at places to 5000 ft., from which waterfalls descend. At the heads of the N. branches of the fjord appear the glaciers covering the plateau. The *Jostedalsbræ* ('Bræ', glacier), to the N., is the largest glacier in Europe (350 sq. M.). In other parts of the fjord the narrow banks present a smiling character, being fringed with luxuriant orchards and waving corn-fields, and studded with pleasant dwellings. In the grandeur of its mountains and glaciers the Sognefjord surpasses the Hardanger, but its general character is severe and at places monotonous, while its southern rival unquestionably carries off the palm for its softer scenery and its splendid waterfalls.

The *Climate* of the W. Sognefjord, as far as the point where its great ramifications begin, is the same as that of the W. coast, being rainy and mild in winter and damp and cool in summer. Nowhere in Norway is the rapid decrease of the rainfall from W. to E. so marked as in the Sognefjord. At Sognefest, at the entrance to the fjord (p. 127), the annual rainfall is about 80 inches, on the Fjærlandsfjord (56 M. from the coast) 50, on the Nærøfjord (70 M.) 31, on the Lysterfjord (80 M.) 19, and at Lærdal (87 M.) 16 inches only. In these E. arms the climate resembles that of inland European countries, a short and warm summer being succeeded by a long and severe winter. In winter, however, these arms are only partly frozen over.

The following description generally follows the order of the stations touched at by the Nordre Bergenhusamts steamers, but their route varies on different trips. There are two lines of steamers, one starting from Bergen, the other confining itself to the fjord. The distances of the chief stations from each other are given in Norwegian sea-miles (comp. p. vi).


MIDT. SOGNEFJORD
1:500.000
Norsk Mil.
Kilometres.
Engl. Miles
Kupefjeldene
Sandfj
Helgheim
Aalhus
Jalster
Bjørga
Grove Brä
Jöste Fond
Jöstedalsbræ
Skjutenaava
Kvitekol
Optaqshaugene
Snenibba
Almenipa
Trollevatn
Fjærland
Haukedal
Holsen
Vik
Hästad
Förde
Fördenip
Stenhej
Dalsfj
Blaafj
Aalhus
Jalster
Sandal
Grove Brä
Jöste Fond
Fjærland
Haukedal
Holsen
Vik
Hästad
Förde
Snenipa
Bergsüterheg
Austerdalsfjeld
Kalda Kart
Nasnaava
Saata
Kjörring Fj
Tverdalsbræ
Tunsbergdalsbræ
Bergsdalsbræ
Skarvedals Bræ
Jordalsnipa
Melsnipa
Romanehest
Simonsfjeld
Kjelsæg
Sognefjord

SOGNE FJORD
Aurland
Bergen
Vossevangen
Marifjæren
Fresvik Brä 1568
Fresvik
Vik (Hoperstad)
Vangsnæs
Kvamsö
Kirkebö
Fejos
Lekanger
Tjugum
Arnefjord
Underdal
Bakke
Vinje
Opheim
Mo
Hove
Lange Fj.
Rusten
Geograph. Anstalt von
Wagner & Debes, Leipzig

a. The W. Sognefjord, to Balholm at the mouth of the Fjærlandsfjord.

STEAMBOAT from Bergen to *Balholm* 5 times a week in 10½-13½ hrs. (fare 10 kr. 10 ø.); to *Vadheim* only, 8-10½ hrs. (7 kr. 70 ø.; to Lærdal, 12 kr. 90 ø.); from Vadheim to Balholm, 3 kr. 20 ø. The fjord-steamer (see p. 126) plies twice weekly from Vadheim.

Bergen, see p. 112. The voyage to the mouth of the Sognefjord is of little interest. It carries us through the 'Skjærgaard' fringing the district of *Nord-Horland*, which with Sønd-Horland (p. 98) formed the ancient *Hørdafylke*. The low and generally bare hills in the foreground have been worn down by the glaciers of the ice period; in the distance rises a higher chain.

The first stations *Alverstrøm* and *Lygren* are rarely touched at. More important is *Skjærjehavn*, at the N. end of the *Sandø*. Then, *Eivindvik* or *Evenvik*, on the small *Gulenfjord*, the ancient meeting-place of the *Gulathing*. This was one of the four great Norwegian 'Things' (Frostuthing, Gulathing, Borgarthing, and Eidsifathing) suppressed by King Magnus Lagabøter (p. l).

At the mouth of the Sognefjord lie the *Sulen-Øer*, the 'Solundare' of Frithjof's Saga, a group of islands with hills rising to 1830 ft. (about 5 Kil. to the left of the steamboat).

On the mainland, to the right, lies the station of *Sognefest* or *Sygnefest*, to the E. of which rises the *Stanglandsfjeld*.

On the N. bank we observe the *Lihest* (2275 ft.). On the same bank are the stations of *Bøfjord* or *Lervik* and, beyond the promontory of *Værholm*, *Ladvik* or *Lavik*, the chief place in the W. Sogn.

On the S. bank lie *Brække*, on the small *Risefjord*, and *Trædal* or *Tredal*, on the *Eikefjord*, at which the steamers call alternately with the stations on the N. bank just named.

The scenery improves. The mountains become higher. We enter the pleasant *Vadheimsfjord* on the N. bank and call at —

19 S.M. (from Bergen) **Vadheim** (**Vadheim Hotel*, R. 1¾, B. or S. 1½ kr.), situated at the mouth of two valleys, through one of which (W.) runs the overland route to the Nordfjord and the Moldefjord (R. 24). The verandah of the inn overlooks the fjord. To the W. is a waterfall with a factory adjacent, above which rises the *Norevikshei*.

On the S. side of the fjord, opposite the Vadheimsfjord, opens the *Fuglsætfjord*, with the station of *Bjordal*, called at once weekly.

On the N. bank lies the pleasant village of *Kirkebø*, with its church on a high rock, near the mouth of the *Højangsfjord*, past which we steer. Then *Maaren*, prettily situated, with a waterfall. Next, *Næse* or *Nesse*.

On the S. bank lie *Ortnevik* and *Sylvarnæs* or *Sølvarnæs*; then *Neset*, on the *Arnefjord*, with its fine mountain-background. At these places the steamers usually call once a week only.

As we steer farther E., the beauty of the scenery becomes more

striking. The mountains, rising to upwards of 3000 ft., assume picturesque forms and are clothed with vegetation to their summits, while between them peep occasional expanses of snow. The steamers call at *Kvamsø* on the N. bank once weekly. They next steer to the S., round a promontory at the mouth of the small bay of Vik, where we observe a 'Gilje' and other salmon-fishing appliances, to —

6 S.M. **Vik** or *Viksøren (*Hopstock)*, lying in a fertile region at the mouth of two valleys, the *Bodal* on the W. and the *Ofriddal* on the E., with its branch the *Seljedal*. Snow-mountains form the background; to the E. rises Rambæren (p. 131). The old churches of *Hoperstad* and *Hove*, the former a 'stavekirke' (p. 28) of the beginning of the 13th cent. (restored in 1891), are interesting.

From Vik we may drive inland about 8 Kil. in any one of three different directions, in order to cross one of the mountain-passes (about 8 hrs. each): to *Stalheim* (p. 125; the last part of the route passing the Jordalsnut, fatiguing but interesting); or to *Vinje i Vossestranden* (p. 124; part of the road before *Aarmot* is entirely destroyed, a serious consideration for indifferent walkers, but we may drive the last 11 Kil. from Aarmot onwards, passing the Myrkdalvand); or to *Gulbraa* in the *Exingdal* (with guide) and on to *Næsheim* (nightquarters at Jac. Larsen's), thence proceeding next day over the fjeld to (about 10 Kil.) *Aarhus i Teidalen*, whence a carriage-road descends the *Teidal* to *Fadnæs* on the Evangervand (p. 121).

The Sognefjord here turns at a right angle to the N. In the distance, even from Vik, we observe the Vetlefjordsbræ (p. 129). The passage to Balholm takes about $^3/_4$ hr. On our right lies *Vangsnæs*, on a promontory where the fjord again turns towards the E. The W. bank being the supposed scene of Frithjof's Saga, as rendered by Tegnér, Vangsnæs is said to have been Frithjof's *Framnæs*.

2 S.M. **Balholm.** — **Hotels.** *Kvikne's Hotel, nearest the pier, with a good bath-house on the lake, frequented by English travellers; *Hôtel Balestrand, a few yards farther on, also with bath-house, frequented by Germans; charges at both: R. from 1½ kr., B. 1¼, D. 2, S. 1½, pens. about 4 kr. — *Boats* may be obtained at the hotels at moderate rates. — *English Church Service* in summer at Kvikne's Hotel (church to be erected).

Balholm, the chief place on the fertile and highly cultivated *Balestrand*, beautifully situated to the S. of the mouth of the small *Essefjord*, is adapted as a residence for those in search of quiet. A pleasant and well-made road, overlooking the fjord, leads from the hotels to a (½ M.) mound, with a large birch-tree and seats, and a modern 'bautasten', pointing it out as the tomb of King Bele of the Frithjof's Saga. The road goes on, shaded at places by tall trees, past the villas of the painters A. Norman and Hans Dahl, and ends at (1 hr.) the farm of *Flesje*, situated among trees on the fjord.

A pleasant row may be taken on the **Essefjord* (2-3 hrs.), which is surrounded by a noble series of mountains: to the N. the *Toten* (4610 ft.; ascended in 8 hrs.), then the *Furunipa*, separated by the sharp ridge of *Kjeipen* from the snow-clad *Guldæple;* farther on, the *Vindreggen* (3868 ft.) and the *Gjeiteryggen;* and to the S.W. the *Munkeg* (4135 ft.; ascent 12 hrs.).

Opposite Balholm, to the N., on the other side of the mouth of the Essefjord, rises the prettily situated church of *Tjugum*. The good road, which leads to it from the landing-place, ascends past the parsonage, and, beyond (1/4 hr.) a path descending to the right, continues for some distance at the same level, affording a charming *View of the Fjærlandsfjord and across the Vetlefjord with the Jostedalsbræ in the background.

From Balholm to Sande i Holmedal (two days). 1st Day. By rowing-boat to the gaard of *Sværen* at the head of the *Sværefjord* (see below; tolerable quarters); then ascend the valley gradually for about 3 Kil.; mount a steep and rough path to the pass of *Sværskard* (2300 ft.), where we get a fine view looking back to the Sognefjord; ascend a steep and marshy slope to the watershed; descend past the *Torencæs Sæter* (5 hrs. from Sværen) to the *Holme-Vand* in the *Viksdal;* then through a good deal of wood, past the *Lange-Sæter*, across the river, and over marshy ground to *Mjell* (8-10 hrs. from Sværen). — 2nd Day. From Mjell bridle-path to the gaard of *Hof;* then down the *Eldal* to *Eldalseren* on the *Viksvand* (p. 171); cross by boat to *Horsevik*, and walk thence by the road to *Sande* (p. 171; in all, 3-4 hrs. on foot and 1 3/4 hr. by boat).

The most beautiful excursion from Balholm is to the ***Fjærlandsfjord,** which runs inland towards the N. (fjord-steamer from Balholm to Fjærland four times a week in 2-3 hrs.). This fjord is 26 Kil. long, nearly 2 Kil. broad in its S. and 1 Kil. in its N. half. Its banks are less precipitous than those of the Nærøfjord (p. 133). The entrance is commanded by the *Toten* (p. 128) on the left and the *Storhaug* (1210 ft.) and *Trodalseg* (3645 ft.) on the right.

To the left diverges a broad bay of the fjord, dividing into the *Sværefjord* and the beautiful *Vetlefjord*. The steamer calls once a week at *Ulvestad*, at the head of the Vetlefjord.

From Ulvestad a road ascends the valley to *Mell*, where we see the *Vetlefjordsbræ* descending from the Jostedalsbræ. The *Melsnipa* (see below) to the E. and the *Gotopfjeld* or *Gotophesten* (5650 ft.) to the N. are said to command superb views. — From Mell a toilsome mountain-route leads to the gaard *Grening*, near *Haukedal* (p. 173; 7-8 hrs., with guide).

After the steamer has rounded the promontory of *Menæs* we observe on the right, above the *Rommedal*, the *Rommehest* (4110 ft.; ascent said to be easy), and on the left the *Harevoldsnipa* (5360 ft.) and the *Melsnipa* (5800 ft.), separated from the *Jorddalsnipa* by the *Jorddalsdal*, behind which appears the snowy Jostedalsbræ. We now obtain a **View of the head of the fjord with its snowy background, a grand example of characteristically Norwegian scenery. The glaciers of the Suphellebræ come into sight first, then those of the Bøjumsbræ in the background; but as we approach the Mundal, the latter again disappears. On the right lies the gaard of *Berge*, at the mouth of the Bergedal. (To Sogndal, see p. 132.)

3 S.M. **Fjærland** (**Hôtel Mundal*, R. 1 1/2-2, B. or S. 1 1/2, D. 2 kr.; Engl. Ch. Serv. in summer), the steamboat-terminus, lies at the entrance to the broad *Mundal*, in which the Jostedalsbræ is seen. A granite stone recalls King Oscar II.'s visit in 1879.

A visit to the glaciers which descend, a little to the N. of Fjær-

land, into the *Bøjumsdal* and the *Suphelledal*, two valleys separated by the *Skeidsnipa*, is interesting, though the view of these from the steamer is much finer than that obtained close to them. We may drive the greater part of the way (stolkjærre there and back in 3 hrs., one pers. 3, two pers. 4 kr.; to both glaciers and back, 6 hrs., 5 or 6 kr.). The road skirts the W. bank of the fjord, at the end of which, on a hill to the right, is the gaard of *Horpedalen*, with an impetuous stream. To the left, farther on, we look into the Bøjumsdal, with the Jostedalsbræ in the background. About 4 Kil. from Fjærland the road into this valley diverges to the left, while that to the Suphelledal crosses the brook and goes straight on.

To the ***Bøjumsbræ,** the grander of the two glaciers, it is a walk of $1^3/_4$ hr. from the fork of the road. The carriage-road ascends the right bank of the stream, passing between the houses of *Bøjumsfustene* and *Ødefjord*, and ends at the *Bøjums-Sæter* (restaurant); thence we ascend on foot and cross the stream in $^1/_2$ hr. to the glacier, the foot of which lies 450 ft. above the fjord.

The ***Store Suphellebræ** is also $1^3/_4$ hr. from the fork of the road. The road crosses the Bøjums-Elv, diverges to the right beyond the gaard of *Bøjum*, and, after crossing the Suphelle-Elv twice, ends about 1 M. to the N. of the *Suphelle Gaard*, and about $^1/_4$ hr.'s walk from the glacier. The stream issues from a great vault in the glacier, 152 ft. above the fjord. About 480 ft. above its base a rock divides the glacier into two parts. Of these the upper only is united with the Jostedalsbræ; the lower part is formed of accumulated masses of ice which have fallen over the rock. The roar of the ice-avalanches is frequently heard.

The **Vettle Suphellebræ**, or *Little Suphelle Glacier*, is said to have the finest ice. This is reached by taking the path to the right 5 min. to the N. of the Supbelle Gaard, crossing the broad Elv, and then traversing the fallen rocks, which extend as far as the (2 hrs.) glacier. — A fatiguing expedition may be made hence (guide and provisions necessary) to ($3^1/_2$-4 hrs.) the *Veitestrandsskar*, then down the *Snauedal* to the gaard of *Stølen*, where the Snauedal joins the valley beginning at the Veitestrandsvand, and finally down the latter valley to ($4^1/_2$-5 hrs.) *Nordre Næs*, at the N. end of the *Veitestrandsvand* (p. 137).

Grand passes from Fjærland lead across the Jostedalsbræ to Jølster (p. 173), in 9-10 hrs. (guide 10 kr.). Skirting the Bøjumsbræ, we ascend the *Jakobbakkadn* by a recently improved path to the glacier in $2^1/_2$ hrs., cross the latter (rope necessary) viâ its highest point, the *Kvitevarde*, descend to ($1^1/_2$-2 hrs.) the *Troldvand*, and finally follow a steep and rough footpath, over loose stones and boulders, traversing the wild ravine of the *Lundeskar*, to a mountain-valley enclosed by precipitous cliffs and to ($4^1/_2$ hrs.) *Lunde* (p. 173). An alternative and better route from the Troldvand leads through the *Søknesandsskar*, round the *Søknesandsnipa* (4965 ft.), to *Søknesand* on the Kjøsnæsfjord (p. 173). — From Fjærland we may also walk direct up the Mundal, pass between the Jostedalshræ and the *Jøstefond*, and finally (as above) descend through the Søknesandsskar, to the W. of the Søknesandsnipa, to (10-12 hrs.) *Søknesand*.

Guides in Fjærland: *Johs. Mundal*, *Hans Bøjum*, *Henrik Mundal*, and *Anders T. Mundal*.

b. From Balholm to Gudvangen. Aurlandsfjord and Nærøfjord.

The FJORD STEAMER (p. 126) plies from Balholm to *Gudvangen* in 3½ hrs. (fare 4 kr.), but touches at none of the intermediate stations mentioned below. The details as far as the Aurlandsfjord (pp. 132, 134) have reference to the course of the large Bergen steamers between Balholm and Lærdal (p. 135).

Balholm, see p. 128. The first station of the Bergen steamers is *Vangsnæs* (p. 128). The steamer skirts the S. bank of the fjord, above which rise imposing mountains. To the N. is the *Blaafjeld*, from which a waterfall descends.

On the S. bank is the station of *Fedjos* or *Fejos* (with a church), whence, through the *Gulsætdal*, we may ascend the *Rambær* (5260 ft.), affording a grand view of the Jostedalshræ and the fjord (those who do not care to mount so high may go as far as the *Kongshøi* or the *Kongsvand*, 2-3 hrs.), and the *Fresviksbræ* (p. 132).

2½ S.M. (from Balholm) **Lekanger** or *Leikanger (J. Olsen's Hotel)* lies on the *Sjøstrand*, the fertile N. bank of the fjord. To the W. lies the gaard *Husebø*, with a lofty 'hautasten'. To the E. of the steamboat-quay are the residence of the 'Amtmand', the parsonage, and the church; farther on is the gaard of *Henjum*, with a 'Stue' (wooden house) of the 17th century.

½ S.M. **Hermansværk** *(Knudsen's Hotel)* lies at the mouth of the *Henjumsdal*, through which a day's excursion may be taken to the N. to the *Gunvordbræ* (5150 ft.).

The fjord-steamer to Gudvangen (p. 133) steers direct for the mouth of the Aurlandsfjord (p. 132). — The Bergen steamers first enter the narrow *Norefjord* to the E. On the left are the gaards of *Lunden* and *Slinde* (boat-station sometimes touched at). On the right is *Fimreite*, on a fertile hill, commanded by the mountain of that name (2570 ft.). On 15th June, 1184, Magnus Erlingssøn was defeated and slain here in a naval battle by King Sverre. To the left is the church of *Olmheim*. — Rounding the peninsula of *Nordnæs*, a spur of the *Skriken* (see below), we enter the *Sogndalsfjord*, with smiling and well-cultivated banks. On the left lies the gaard of *Fatdal* (touched at on the return from Sogndal), at the mouth of the *Øverste Dal* or *Øfste Dal*. On the right rises the *Storhougfjeld* (4235 ft.). To the left is the gaard *Stedje* or *Steie* (inn), with its thriving orchards.

3 S.M. **Sogndal** *(*Danielsen's Hotel;* skyds-station at the gaard of *Fjærn)*, consisting of the numerous gaards of *Sogndalskirke*, *Hofslund*, and *Sogndalsfjærn*, is charmingly situated on an old moraine through which the *Sogndals-Elv* has forced a passage, and amidst lofty mountains: the *Storhougfjeld*, to the S. (see above; easily ascended and affording a fine view); *Skriken* (4115 ft.), to the S.W.; and *Njuken* (3200 ft., to the N.; easily ascended in 3½ hrs.). Pleasant walk on the bank of the river to the *Waterfall*, with its mills, and then to the S. to the pretty new church, a 'hautasten' beside which bears the Runic inscription: '*Olafr konungr saa ut*

mille staina thessa' (*i.e.* 'King Olaf looked from between these stones'). We may then follow the road to Stedje (p. 131), with its two large 'Kæmpehouge' ('giant tumuli'), whence we may return to Sogndalsfjæren by boat (an excursion of 1 hr. in all).

FROM SOGNDAL TO SOLVORN (14 Kil.; pay for 19) OR TO MARIFJÆREN (22 Kil.; pay for 28), by carriage in 3 and 5 hrs. respectively, while the steamboat does not reach these places for 12 or 14 hrs. (comp. p. 137); recommended also to pedestrians.

FROM SOGNDAL TO FJÆRLAND (12-15 hrs.). A tolerable road ascends from Sogndal to the *Sogndalsvand* (1500 ft.) and runs along its E. bank to *Gaard Selseng* (17 Kil.). To the W. opens the *Gunvorddal*, with a small sanatorium. From Selseng we may ascend *Thorstadnakken* (5250 ft.; imposing view of the mountains to the E. of the Fjærlandsfjord and of the Jostedalsbræ; to the E., the Horunger in clear weather). — From Selseng we may ascend the *Langedal*, passing several sæters, the highest of which is called *Toftahougstøle*, to the central of the three depressions in the mountain, about 4130 ft. above the sea, to the left of which rise the peaks of the *Frudalsbræ* (5165 ft.). The path then descends the *Bergedal* to *Gaard Berge* on the Fjærlandsfjord (p. 129), from which we row in 1 hr. to (6 Kil.) Fjærland.

The steamer returns to the great highway of the Sognefjord, passes the promontories of *Meisen* and *Hønsene*, and steers either to the E. direct to Lærdal (p. 136), or to the S. to —

3 S.M. **Fresvik** (indifferent quarters), situated on a bay formed by the projecting hill of *Nute*, and commanded on the S. by the *Nonhaug* ('non' is 2 p.m., the time when the sun appears above the hill). Fine view looking back on Lekanger, with the Gunvordsbræ rising above it. A visit to the *Fresviksbræ* on the *Fresviksfjeld* (5145 ft.), 8-9 Kil. from Fresvik, is said to be attractive.

From Fresvik through the *Tundal* and across the hills to the *Jordal* and *Stalheim* (p. 125) takes fully 8 hrs.

The fjord-steamers to Gudvangen and twice a week also the Bergen steamers, after leaving Fresvik, steer to the S. between the promontories of *Saltkjelnæs* and *Solsnæs* into the ***Aurlandsfjord**, an enormous ravine about 1½ Kil. broad, with precipitous rocky banks, 3000-4000 ft. high, forming the slopes of higher mountains which are rarely visible from the lake. At a few spots only dwellings have been erected on the alluvial deposits ('Ør', 'Aur') of a stream, or are perched high above the lake on some apparently inaccessible rock. From these abrupt slopes descend lofty waterfalls, either perpendicularly, or in streaks of foam gliding over the dark-brown rock, and reflected in the sombre fjord. Their monotonous murmur alone breaks the profound silence of the scene.

Beyond the Solsnæs we observe on the left the buildings of *Buene*, with a 'slide' for shooting down timber. On the right is *Simlenæs;* farther on, the *Fyssefos*. Then, on the left, *Brednæs* or *Breinæs*, beyond which we pass the mouth of the valley of the *Kolar-Elv*. — To the left, by the promontory of *Nærønæs*, we obtain a superb view of the upper Aurlandsfjord, with its vista of rocky headlands (p. 134). The Bergen steamers enter this fjord, see p. 134.

Passing the promontory of *Beiteln*, the fjord-steamer steers

into the **Nærøfjord, the S.W. arm of the Aurlandsfjord, and the grandest of all the ramifications of the Sognefjord. It is at first about 900-1000 yds. in breadth. Soon after entering it we see on the right a waterfall of the *Lægde-Elv*, nearly 1000 ft. high. Opposite rises the pointed *Krogegg;* then, the *Gjeitegg*. Between these two hills, and afterwards between the Gjeitegg and the *Middagsberg*, we obtain fine glimpses of the snow-clad Steganaase (p. 134) high above. Opposite the Middagsberg, on the right, are the gaards of *Dyrdal*, at the mouth of the Dyrdal. The fjord contracts to a defile about 200 yds. broad, bounded by perpendicular rocks. On the right, between the Middagsberg and the *Rauegg*, are the gaards of *Styve*, endangered by the river; above them rise the snow-masses of the *Store Brœ*. Several veil-like waterfalls. On the right, the *Dyrdalsfjeld*. To the left, farther on, the *Nissedals-Elv* descends from the *Skammedalshøidn* (not visible from the steamer). To the right is a waterfall descending from the *Ytre Bakken*, forming a double leap far above. The fjord then turns more to the S. We now observe the mountains of the Nærødal, particularly the Sjerpenut (see below), and to the right the waterfall of the *Bakke-Elv* and the small church of *Bakke*, to which a good road leads from Gudvangen (a pleasant walk). This is probably the finest part of the fjord. Farther on several waterfalls are seen on both sides.

4 S.M. (from Fresvik; 8 from Balholm) **Gudvangen.** — *Vikingvang Hotel, with café and restaurant, R. 1½-3, B. or S. 1½, D. 2¼ kr., in connection with the *Pension Vikingsnæs;* Hansen's Hotel; both about 5 min. from the steamboat-pier. English spoken at both. — *Engl. Ch. Serv.* in the season.

Conveyances (skyds-tariff I) to Stalheim (1¾ hr.) and Vossevangen usually await the arrival of the steamer: to the foot of the Stalheimsklev 9, to the top 12, to Vinje 26 Kil. (as to charges, see also p. 122). An electric railway is in progress. — A visit to the Stalheimsklev does not take more than 6½-7 hrs., even if the traveller walks one way. Those who make an early morning start will find even the ascent on foot (2½ hrs.) attractive. As to ordering rooms at Stalheim by telephone, see p. 125. Those who have enjoyed the view from the top of the 'Klev' by favourable afternoon-light may drive on to Opheim or Vinje the same evening without losing anything.

Gudvangen is a group of gaards at the head of the Nærøfjord, at the influx of the *Nærødals-Elv*. The mountains enclosing the ravine are so lofty and abrupt that this little hamlet does not see the sun throughout the whole winter. On the E. rises the *Sjerpenut*, on the W. the *Solbjørgenut*. From the *Kilsbotten*, to the N. of the former, comes the **Kilefos*, a waterfall 1840 ft. in height, beginning with a leap of 500 ft.; to the right of it are the small *Hestnæsfos* and *Nautefos*, whose waters unite below.

The picturesque **Nærødal**, the landward continuation of the fjord, preserves the same wild character. The steep ascent at the beginning is best accomplished on foot. About ½ hr. from Gudvangen the road crosses a great 'Aur' (p. 132) and the clear river, on the right bank of which lies the gaard of *Sjærping*. To the right

towers the huge *Jordalsnut* (3610 ft.; ascent, see p. 125), which consists of light-gray feldspath. On the rocky slopes are seen many traces of the avalanches ('Skred') which fall into the valley in the early summer. The road follows the right bank, gradually ascending. On the left bank are the gaards of *Hemre* and *Hylland*. Farther on ($1^3/_4$-2 hrs. from Gudvangen) the road recrosses to the left bank and reaches the foot of the **Stalheimsklev* ('cliff'), which terminates the valley. The vehicles of visitors to the 'Klev' usually await their return at the bridge. The road ascends the 'Klev' in sixteen somewhat steep zigzags, the ascent of which takes nearly an hour. On the right and left are the **Sivlefos* and the **Stalheimsfos*, two picturesque waterfalls. At the top of the pass (1125 ft.) we reach the comfortable **Stalheim Hotel* and enjoy a superb view (see p. 125).

The **Upper Aurlandsfjord**, which stretches to the S.E. from the promontory of Beiteln (p. 132), is visited only by the steamer from Bergen to Lærdal. To the left, high up on the steep E. bank, we observe the gaards of *Horken*, *Nedberge*, and (in a ravine) *Kappadal*. To the right, on the hill, are the *Stegesætre*, with two waterfalls near. The steamer sometimes calls at *Underdal*, finely situated, with a church, whence we may ascend by the *Melhus-Sæter* to the *Steganaase* ('ugly' or 'terrible nose'; 5660 ft.), the highest peak of the *Syrdalsfjeld*. — Farther on, to the right, rises the long *Flenje-Egg*, with its highest peaks, the *Jelben* (to the N.) and the *Flenjanaase* (4840 ft.). The fjord widens. On the left open several deep ravines, first the *Skjerdal*, with the gaard of that name, then the small *Voldedal* and the *Vasbygd*, the chief place in which is —

4 S.M. (from Fresvik or Gudvangen) **Aurland** or *Aurlandsvangen* (*Brun's Inn*, well spoken of), with its small stone church. — The *Aurlands-Elv* abounds in fish; 6 Kil. up its valley lies the *Vasbygdvand*. (Boat-skyds to Stene and thence on foot up to the Hallingdal, see pp. 48-46; from Stene to Østerbø, 6-$6^1/_2$ hrs.; thence to the tourist-hut in the Steinbergdal, 3-$3^1/_2$ hrs.).

At the head of the fjord, about 7 Kil. from Aurland, lies *Fretheim* (the steamer-terminus), at the mouth of the *Flaamsdal*, with a fine girdle of mountains, 3 Kil. from which is the church of *Flaam*.

Beyond the church the bridle-path (road under construction) ascends the FLAAMSDAL, mounting a 'Klev' in windings to a higher part of the valley. Fine retrospect. We then pass the fine *Riondefos* on the right. We ascend several other 'Kleve'. Beyond the gaard of *Berekvam* we traverse the *Berekvamsgjel*, a narrow ravine, pass the gaards of *Melhus* and *Kaardal* (near which the new road makes 23 bends), and reach *Myrdalen*, at the E. end of the tunnel now being made through the Gravehals (p. 123). Thence we proceed over the *Gravehals* (3725 ft.) to the *Opsæt-Stele* (p. 123), about 8 hrs. from Fretheim. Comp. the Map, p. 102.

FROM AURLAND TO TØNJUM IN THE LÆRDAL (2 days). 1st Day: steep ascent of about 4000 ft. between the *Blaaskavl* (*Skavl*, 'snow-drift'; 2815 ft.; ascended in 6 hrs. from Aurland; fine view) on the N. and the *Høiskarsnut* on the S., and afterwards passing the lofty *Hodnsnipe* on the right, to the *Hodnsæter* (8 hrs.). — 2nd Day: to the *Skaale-Sæter* and up the *Barshøgda* (4635 ft.), commanding a fine view as far as the Horunger,

INDRE SOGNEFJORD

and of the Jøranaase with the Troldelifjeld. A rough sæter-path then descends to the (7 hrs.) church of *Tønjum* in the *Lærdal*, from which *Lærdalsøren* (p. 136) is 10 Kil. distant by the highroad.

c. From Balholm or from Gudvangen to Lærdalsøren.

STEAMER from *Balholm* to *Lærdalsøren* viâ *Sogndal* or viâ *Gudvangen*, 6 times a week in 7-12 hrs. (fare 4 kr.). — From *Gudvangen* to *Lærdalsøren*, also 6 times a week in 3½ hrs. (fare 4 kr.).

From Balholm and from Gudvangen to the mouth of the Aurlandsfjord, see p. 132. — The steamer rounds the *Saganæs*, the base of the *Holten*, and sometimes calls at the substantial gaard of —

Ytre Frøningen. On a green plateau, about 400 ft. higher, stands the school attended by the children of this scattered district.

From Ytre Frøningen the *Blejan (5560 ft.) may be ascended in 6-7 hrs. (rather steep): admirable view of the Sognefjord, the Jostedalsbræ, the Horunger, the Jotunheim Mts., the Hallingdal, and Voss. The fjord itself is best seen from the brink of the *Lemegg*, which descends 5000 ft. almost perpendicularly to the N. — An easier ascent is from the *Vindedal* (see below; poor quarters), reached from Lærdalsøren by small boat. The best plan is to sleep at the *Vindedals-Sæter*, 1½ hr. above the Vindedal and 2-3 hrs. from the top.

To the N. towers the Storhougfjeld (p. 131). We next pass *Indre Frøningen* and the promontory of *Refnæstangen*, a spur of the *Hausafjeld*, behind which rises the *Lemegg* (see above). We either steer direct to Lærdalsøren, or first to the N. to —

5 S.M. (from Sogndal) **Amble** (**Husum's Inn*), charmingly situated on the crater-shaped *Amblebugt*. A pleasant road leads hence, passing the *Amblegaard* (the owner of which, Hr. Heiberg, has a collection of relics relating to the large Norwegian family of that name), and skirting the fjord, to (2 Kil.) *Kaupanger*, beautifully situated. The small 'Stavekirke', with 20 pillars in the nave and 4 in the rectangular choir, seems to have been built about 1200; it was unsuccessfully restored in 1862. Fine elms and ashes.

FROM AMBLE TO SOGNDAL (13 Kil.). Beyond Kaupanger the road begins to ascend; superb view looking back on the Sognefjord, particularly of the precipices of the snow-clad Blejan (see above). The road leads through pine-forest to the top of the hill, and then descends past several large farms (each with a 'Stabbur' and belfry) to (7 Kil.) *Eidet* (a poor station). A road skirting the *Eidsfjord*, with a fine view of the avalanche-furrowed slope of the Storhaugfjeld towards the S., leads hence to (6 Kil.) *Loftesnæs*, a substantial farm-house opposite Sogndal, to which we cross by boat. — To row direct from Eidet to Sogndal (6 Kil.) takes 1 hr. (boat with two rowers 1 kr. 8 ø.). Herrings are largely caught in the Eidsfjord. The water in this bay is almost fresh on the surface ('fersk vand'), but salter below.

To the S. rises the Blejan (see above); to the W., farther distant, the Fresviksbræ (p. 132). On the left opens the Aardalsfjord (p. 136). Opposite the headland of *Fodnæs*, on the right, between the Lemegg and the long *Glipsfjeld*, descends the *Vindedal*, with the *Store Graanase* in the background. The fjord, now called *Lærdalsfjord*, is bounded on the left by the *Vetanaase* and, farther to the E., the *Høganaase* (4900 ft.). We pass the gaards of *Haugene*, on the right, at the mouth of the *Eierdal*, and land at —

7 S.M. (from Balholm; 3 from Amble) **Lærdalsøren.** — Pier 1 Kil. from the hotels (carr. 50 ø. each pers.; with luggage 60 ø.). — *Lindstrøm's Hotel, two houses with 80 beds in all, R. from 1½, A. ½, B. 1½, D. 2, S. 1½ kr.; *Lærdalsøren's Hotel, less pretending, R. 1 kr. 40 ø., A. 40 ø., B. 1¼, S. 1¼, D. 2 kr.; English spoken at both.

Post Office beyond the hotels, to the right. — Telegraph Office at the upper end of the village. — English Church Service at Lærdalsøren's Hotel in summer.

Lærdalsøren, generally shortened to *Lærdal*, the terminus of the Valders route (R. 8), lies on a broad and marshy plain at the mouth of the *Læra*, enclosed by bare rocky mountains. View limited. Towards the E. we observe at the end of the *Oftedal*, on the left, the *Haugnaase* (5250 ft.), and on the right the *Freibottenfjeld*. The village, with its 800 inhab., has a doctor, a chemist, and a few tolerable shops. The church, a curious-looking modern timber edifice, with a group of houses around it, lies several hundred yards farther inland.

Pleasant Walk of ½ hr. along the bank to the winter-pier (used when the fjord is frozen), and thence to *Haugene* at the mouth of the Eierdal (see p. 135).

d. The Aardalsfjord and Lysterfjord.

Steamer from Lærdalsøren to *Aardal* twice weekly, in 1½-2 hrs. (fare 1 kr. 60 ø.); to *Skjolden* at the head of the Lysterfjord 3 times weekly, in 5-7½ hrs. (fare 3 kr. 20 ø.); to Marifjæren only, in 3-4½ hrs. (fare 2 kr.).

From Lærdalsøren to *Fodnæs*, see p. 135. After rounding the promontory we obtain, to the left, a view of the Lysterfjord (see below), with the Haugmælen; in the background is the Jostedalsbræ (p. 126). To the S.W. towers the Blejan (p. 135).

The entrance of the **Aardalsfjord** is somewhat monotonous. On the N. bank rise the Bodlenakken and then the Brandhovd, between which lie the Ytre and Indre Oferdal (see below). On the wooded S. bank is the station of *Nadviken* or *Vikedal*. We next obtain a view of the *Sœheimsdal* to the N., and a little later we see the superb girdle of mountains around —

Aardal or *Aardalstangen (Inn)*. The little village, with its pretty church, lies partly on an old coast-line (p. xxxiii) and partly on deposits from the mountains on the right, at the mouth of the *Aardals-Elv*, which issues from the neighbouring *Aardalsvand*. Opposite, to the S., rises the snow-clad *Slettefjeld* or *Middagshaugen* (4435 ft.). Aardal is the starting-point for a visit to the Vettisfos (1 day; p. 144).

Returning from Aardal, the steamer calls when required at *Oferdal*, the station for the valleys of *Indre* (E.) and *Ytre* (W.) *Oferdal*, which lie between the *Brændhovd* and the *Bodlenakken*. We then round the wild precipice of the Bodlenakken and enter the ***Lysterfjord**, the N.E. arm of the Sognefjord, 40 Kil. in length, where the wildest scenery is combined with the most smiling. Owing to the numerous glacier-streams falling into it, the water of the fjord near the surface is fresh and of a milky colour.

On the W. side rises the precipitous *Haugmælen* (4135 ft.), which may be ascended nearly the whole way on horseback. In 2¼ hrs. from Aardal the steamer reaches —

4 S.M. **Solvorn** (**Hotel Solvorn*; guide, *Joh. Hansen Vigdal*, speaks English), a skyds-station, finely situated on a bay in the W. bank of the fjord, backed by the snow-mountains around the Veitestrandsvand (see below).

A hilly road ascends from Solvorn to the (2 Kil.) *Hafslovand* (455 ft.), the bank of which is skirted by the road from Marifjæren to Sogndal mentioned below and on p. 132. About 2 Kil. to the N. of the junction of the two roads lies **Hillestad** (*Hillestad's Hotel*, well spoken of, R. 80 ø., B. 1, S. 1 kr.; 4 Kil. from Solvorn, pay for 6), where guides and horses are obtained for the ascent of the *Molden* (see below; on foot 3-4 hrs.).

From Hillestad the road leads by *Hafslo*, with a church and parsonage, to (8 Kil.) *Soget*, at the S. end of the *Veitestrandsvand* (640 ft.), a lake 14 Kil. long. We may then row (pay for 16 Kil.) to the N. end of the lake, where rustic quarters (and sometimes a guide) may be had at the gaard of **Næs** or *Nordre Næs*, and walk thence in 10 hrs. by the Veitestrandsskar to the Suphelledal and to Fjærland (see p. 130). — Næs is also the starting-point for a visit to the **Austerdalsbræ**, lying to the N., farther up the valley, a glacier described by Messrs. K. Bing (p. 113) and W. C. Slingsby as unusually attractive. A footpath leads to the foot of the glacier in 3½ hrs.; then from the lower to the upper glacier, 1 hr. more. Several of Herr Bing's original routes across the entire Jostedalsbræ are marked on the Map at p. 126 (to *Aamot*, see p. 174).

On the promontory opposite Solvorn, in a charming situation, lies *Urnæs* (where the steamer calls when required), with its large tumuli ('Kæmpehouge') and the oldest 'Stavekirke' in Norway, dating possibly from the 11th cent. (see p. 28). The construction and ornamentation of the church are specially interesting. The 'Lop' or arcade was removed in 1722. To the left towers the huge *Molden* (3645 ft.). On the E. bank, about ½ hr. after leaving Solvorn, we pass the gaard of *Ytre Kroken*, famed for its orchards (small-boat station; touched at when required). To the N.W. appears the *Hestebræ*, part of the Jostedalsbræ; to the right of it is the Leirmohovd; more to the N. are the hills of the Krondal (p. 140). In ½ hr. more we reach —

2 S.M. **Marifjæren** (**Hotel Marifjæren & Skyds-Station*, at the pier), prettily situated on the *Gaupnefjord*, the best starting-point for a visit to the *Jostedal* (p. 139). Beautiful walk to the N.W. up to the old church of *Joranger*, which we see from the steamboat as we approach. The church commands a magnificent view of the fjord and the Feigumsfos (p. 138). To the S. of Marifjæren (10 min.) is the gaard of *Hundshammer*, whence part of the Jostedalsbræ is visible.

From Marifjæren to Sogndal (22 Kil., pay for 33; a drive of 4-5 hrs.; fast stations all the way). The new road passes the base of the Molden (see above), which is very steep on the W. side, and follows the course of the *Bygde-Elv*. On the right, above us, lies *Joranger*. We pass many farms with well-cultivated fields, chiefly on the sunny side ('Solside') of the valley. A little to the right lies *Fet*, with its old church. At the highest point of the road (about 900 ft.) we obtain a view of the distant snow-mountains to the S. of the Sognefjord (Fresviksbræ, Rambæren, etc.).

The descent is rather steep. Grand view of the Hafslobygd, the Hafslovand8, and the mountains of the Sognefjord.

Kil. (pay for 14) *Hillestad*, see p. 137.

The road skirts the E. bank of the *Hafslovand*, where the road to Solvorn diverges to the left (see p. 137), and traverses a pine-wood, affording glimpses of the lake and the Jostedalsbræ to the N. Beyond the gaard *Oklevig* the road attains its highest point, and then descends the winding **Gildreskreden (Skreien)*, where caution is necessary in driving. Superb view of the fjord. On our right rushes the *Orre-Elv*, descending from the Veitestrand and Hafslo lakes, and forming the *Helvetesfos* and *Futesprang*. Below lies *Nageløren*. The road now skirts the *Barsnæsfjord*. Oaks, elms, and ashes begin to appear. The fjord contracts to a narrow channel. On the opposite bank lies Loftesnæs (p. 135).

14 Kil. (pay for 19) *Sogndal*, see p. 131.

The upper part of the Lysterfjord is grand and picturesque. The steamer passes *Næs*, on the left, and on the right the imposing *Feigumsfos*, which descends from a valley to the N. of the *Rivenaase* (3450 ft.), in two falls, about 650 ft. in height. To the N. of the fall rises the *Sørheimsfjeld;* then, the *Skurvenaase* (4520 ft.).

On the W. bank is the small station of *Hoiheim* or *Hojumsvik*. Then —

2 S.M. **Døsen** (*Inn*, well spoken of), charmingly situated. Adjacent is the old stone church of *Dale*, with a fine portal.

From Døsen we may ascend the *Daledal* by a bridle-track, passing the gaards of *Bringe* and *Skaar* and the sæter of *Vallagjerdet*, to the gaard *Kilen*, the highest in the valley. Thence a steep climb over the *Storhougs Vidde* (2600 ft.) to the *Vigdals-Sæter;* then to the W. through the *Vigdal*, passing the *Buskrednaase* on the right, to the fjeld-gaards of *Øvre* and *Nedre Vigdal*. From the latter the path crosses a hill, descends abruptly to the *Ormbergs-Støl*, and leads to the N. to *Gaard Ormberg* in the *Jostedal* (p. 139), about 27 Kil. from Døsen (a fatiguing walk of 9-10 hrs.; guide necessary).

From Døsen the steamer goes on to the head of the Lysterfjord and touches at —

1 S.M. **Skjolden** (**Thorgeir Sulheim's Inn*, above the pier; carriages meet the steamer), finely situated at the mouths of the Fortundal (p. 148) and Mørkereidsdal. It is the starting-point for an excursion to the Fortundal and to the views of the Horunger (pp. 149 et seq.). Fishing in the Fortun-Elv permitted to the guests of the hotel.

The sombre **Mørkereidsdal** extends about 20 Kil. to the N., with a road leading past the farms of *Skole*, *Bolstad*, *Flohaug*, to *Moen* and *Mørkereid* or *Mørkei* (6 Kil. from Skjolden). Here the valley forks. A steep path ascends the left branch to the *Aasætvand* and skirts the W. slope of the *Skurvenaase* (4505 ft.) to the *Aasæter* (reached also by rowing across the lake), whence we proceed into the Rausdal (see below). The route to the right at Mørkereid ascends the Mørkereidsdal, passing the *Knivebakke-Sæter* (left), the *Dul-Sæter*, and the *Dalen-Sæter*, to the *Fosse-Sæter*, at the junction of the glacier-routes from the Nørstedals-Sæter (p. 148) and the Sota-Sæter (p. 65). We cross the river here, ascend to join the route from the Aasæter, and proceed to the —

Fjeldsli-Sæter, a mountain-inn kept by *Ole Bolstad*, with the support of the Norwegian Turist-Forening. This is a good starting-point for several mountain-passes and for snowshoeing expeditions on the neighbouring glaciers. — PASSES (guides necessary). 1. Past the *Rausdals-Sæters* and up the E. bank of the streamlet in the *Rausdal* to the permanently frozen *Rausdalsvand*, then to the E. of the *Rivenaaskulen* (6190 ft.) and over the *Kollbræ* down to the *Tværaadal* and on to the (10-11 hrs.) *Sota-Sæter*

(p. 65). Or we may quit the Ransdal by crossing the *Harbarsbræ*, between the *Tværaadals-Kirke* (6830 ft.) and the *Tundredals-Kirke* (6500 ft.), and descend past the *Sotkjærn* to the (12 hrs.) *Sota-Sæter*. — 2. Past the Rausdals-Sætre and to the W. over the fjeld and through the *Martedal* and *Fagerdal* to the gaard *Faaberg* (p. 140) in the Jostedal (a long day's walk).

From Marifjæren to the Jostedal.

The ***Jostedal**, like almost all the Norwegian valleys, is a rocky rift or ravine in the midst of a vast plateau of snow and ice, the W. part of which consists of the *Jostedalsbræ* (p. 126), with its ramifications, while the E. half is formed by the *Spørtegbræ* and numerous snow-clad peaks or 'noses'. The sides of the valley, rising to 3000 ft., are generally wooded, and are often broken up by transverse rifts, from which torrents and waterfalls descend; and at intervals they recede, forming basins which are usually bounded by rocky barriers, marking the different zones of the valley. — This excursion takes 1½-2 days there and back, and, in spite of the interest and beauty of the *Nigardsbræ* (p. 140), is scarcely worth the trouble. The passage of the Jostedalsbræ should be attempted only by experienced mountaineers with good guides. — Fast *Skyds-Stations;* it is usual to engage a cariole for the whole journey.

Marifjæren, see p. 137. The road leads past the precipitous slopes on the W. bank of the *Gaupnefjord* to (3 Kil.) *Røneid*, at the mouth of the *Jostedals-Elv*, opposite the church of *Gaupne*. Above Gaupne rises the *Raubergsholten* (2675 ft.).

The road ascends on the right bank of the turbulent and muddy river. The lower part of the valley is well cultivated. The road passes an old moraine and crosses the *Kværne-Elv*. The high and shapeless rocks which flank the road all the way to Leirmo begin here. In front of us rises the *Leirmohovd*. After crossing the *Fondøla* the road turns to the right to the gorge of *Hausadn*. To the W. we see the twin peaks of the *Asbjørnnaase* (5270 ft.). From the rocks on the right falls the *Ryefos*. We soon reach the first of the basins peculiar to the Jostedal, named after the hamlet of *Leirmo*, on the hill to the left. (From Leirmo we may visit the **Tunsbergdalsbræ*, 14 Kil. in length, the longest glacier in Norway.) We cross the foaming *Tunsbergdals-Elv*. To the right towers the *Kolnaase*. The river expands until it covers the whole floor of the valley.

14 Kil. **Alsmo** lies on an old moraine ('Mo'). The road soon enters a gorge called the *Haugaasgjel*, in which are the falls of the *Vigdøla*, and continues through the deep and imposing basin of Myklemyr, once occupied by a lake. To the left rises the *Hompedalskulen* (4820 ft.), and in front of us is the Vangsen (p. 140). Passing the gaards of *Myten*, *Teigen*, *Øen*, and *Myklemyr*, the road leads through a narrower part of the valley, with the large gaard *Ormberg* on the right, and enters the small basin of *Fossen* and *Dalen*. Beyond another gorge, with a bridge leading to Ormberg (p. 138), we reach the basin of —

16 Kil. **Sperle** (properly Sperleøer; simple but good quarters). — We cross another rocky eminence. To the N. we have a pretty view of the Liaxel and the Jostedalsbræ. Beyond the school is the gaard of *Sperle*, with the waterfall of that name, descending from

the *Listølsbræ* on the left. Beyond Sperle a steep ascent leads to the *Nedre Lid*, which is wooded at the top, and past the 'Gjel', or ravine, of that name which opens on the right. We then descend into a beautiful basin containing the church of **Jostedal** (660 ft.), which serves all the 900 inhabitants of the valley.

On the left we observe the *Bakkefos*, which descends from the *Strondafjeld*, and near it the *Øvre Gaard*. We then reach another broad basin. On the right the *Gjeitsdøla* forms three fine waterfalls. To the S.E. rises the imposing *Vangsen* (5710 ft.), with a glacier on its N.E. slope, which may be visited from Jostedal (4 hrs.). Between the valleys of *Vanddal* and *Gjeitsdal*, which here open to the right, is seen the pyramidal *Myrhorn*, rising from the great *Spørtegbræ* behind. Beyond the gaard of *Gjerdet* we cross the stream issuing from the *Krondal*, which is flanked on the right by the *Haugenaase* (4260 ft.) and on the left by *Vetlenibben* and the *Grønneskredbræ*. Corn thrives thus far.

FROM THE KRONDAL OVER THE JOSTEDALSBRÆ TO LOEN, OR TO OLDEN on the Nordfjord (p. 178), 12-15 hrs., a grand but trying route. (Guide, *Johannes Snetum*, in the Krondal, 14-20 kr.; porter 10 kr.). We sleep at the gaard *Kronen* (2 or 3 beds), and start early next morning. From *Bergset*, the last gaard, we ascend the E. side of the *Tværbræ* or *Bjernestegbræ*, which descends from the N., to the (3 hrs.) *Haugenæset*, between the Tværbræ and the Nigardsbræ (see below), marked by the last 'varde' in the Jostedal (good water). The passage of the glacier now begins. In 1 hr. the Kjendalskrona, the Lodalskaupe, and other mountains of the Nordfjord come in sight. In 2-3 hrs. more we reach the first 'varde' on the opposite side. We descend across the *Kvandalsbræ* (20 min.) and by a very fatiguing route skirting its margin to the (1½ hr.) *Kvandal* (p. 181). Or we may follow the Jostedalsbræ farther to the W. and descend by the *Sundebræ* to the Oldenvand, which we reach at *Sunde* (p. 179).

Farther on we cross a hill and obtain a fine view looking back. Before us soon comes in view the ***Nigardsbræ**, between the *Haugenaase* (4260 ft.) and the *Liaxel*. The road leads past the *Berge-Sæter* and crosses the Jostedals-Elv. A path diverging to the left before the Berge-Sæter by-and-by crosses the stream issuing from the Nigardsbræ and skirts the N. slope of the glacier valley. The best view of this famous glacier, so often described by Norwegian and other writers, is obtained from the point, about ½ hr. from the Berge-Sæter, where the crest of the lateral moraine projects a little into the valley. The descent to the foot of the glacier is not worth the trouble.

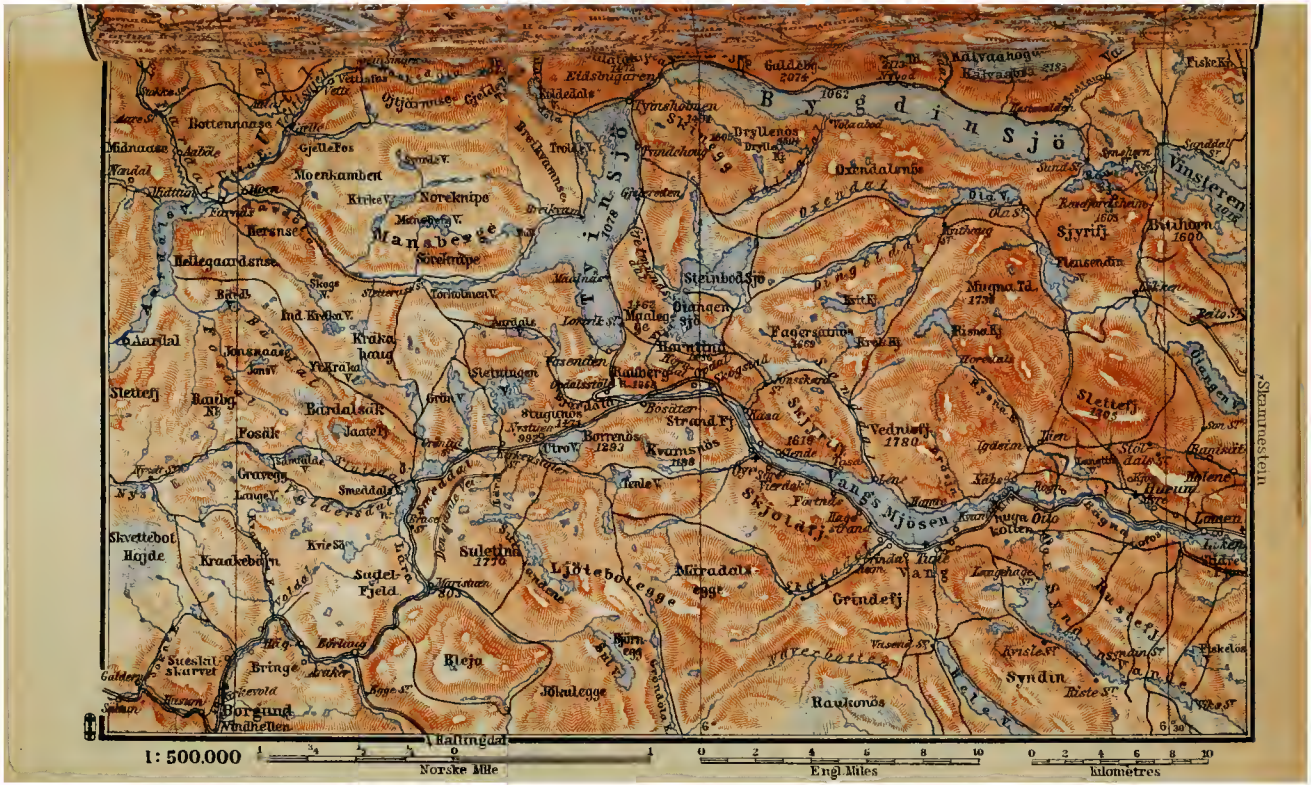
After crossing the Jostedals-Elv the road passes the gaard *Kroken*, and ends at —

19 Kil. **Faaberg** (1310 ft.). Tolerable quarters but poor fare may be obtained at the house of *Rasmus Larsen Faaberg*, an admirable guide, who, however, does not accept the conditions of the Norwegian Tourist Society. That society recommends *Lars Larsen Lien*, living at the *Lien-Sæter*, on the opposite bank, which may be reached by the foot-bridge across the river between Kroken and Faaberg, without proceeding to Faaberg.

From Faaberg through the Fagerdal to the *Mørkereidsdal*, see p. 139.

JOTUNHEIM

Hestbræpiggene
Hestbræ
Blaahö
Marahö
Liabrakulen
Dummehö
Krosbøen
Smørstabbræ
Storebjørn
Galdhøpig
Styggebræ
Glittertind
Skarstd.
Tveraabræ
Bukkehö
Styggehö
Veobræ
Memurutinder
Memurubræ
Kjölen
Stornubben
Naulgarstind
Kolhö
Veslefjeld
Besegg
Besseh
Tjukningssuen
Hinna
Semmelt.
Høgvagelt
Kirken
Skagastøls Td.
Dyrhaugstd.
Uranaastd.
Sjugulstind
Gjendebod
Leirungsbod
Knutshulstind
Lauthöerne
Smaadalshö
Gokkeraxlen
Troldsteinshöerne
Fanaraaken
Prestesteinen
Fortun
Fugleberg
Berge
Holmestad
Bjerke
Smaadalen
Veodalen
Memurudalen
Gjende
Sjodalen
Leirdalen
Visdalen
Bøverdalen
Utladal
Fortundal
Sognefjeld
Hurrungerne
Gravdal
Rauddalstinderne
Hinnaesvand


Manabeygé
Byg d in sjö
Vinsteren
Sjyrif
Bitihorn
1600
Slettefj
1703
Vedniefj
1780
Skjolaf
Vangs Mjösen
Grindelf
Syndin
Rawtonös
Ljöteboleggé
Mirradals-
eggé
Suletind
1770
Sudel-
Fjeld
Kleja
Jökulegge
Borgund
Vindhellen
Bringe
Kraakebeen
Skvettebot
Højde
Bottenaase
Midnaase
Moenkamben
Norekniipe
Bersnse
Kellegaardsnse
Baardal
Slettefj
Bardalsaik
Fosdik
Jaatefj
Gravegg
Smeedalr
Kviesö
Ind. Krokv.
Kraka-
haug
Jonsnaase
Yt. Krakv.
Torfodnen V.
Stetnugen
Grövv.
Stugunös
Vestnes
Borrenös
1293
Ytrev.
Kvamsnös
1188
Strand Fj
Bosäter
Vaasa
Skjerv.
1618
Stende
Fagersunden
1669
Kvek Fj
Risnes Fj
Mugna Td.
1730
Steinbod Sjö
Diangen
936
Maalnes
Maalneg
Ravnfjeld
Raalberg
1264
Ytr. Krakv.
Ytr. Krakv.
Ytr. Krakv.

From Faaberg over the Jostedalsbræ to Hjelle on the Strynsvand, 13-14 hrs. (guide 12-14 kr.). It is usual to ascend in the evening. by a poor path, to (2 hrs.) the sæter of *Faabergstøl* (1875 ft.), where quarters are obtained. To the W., just above the sæter, extends the *Faabergstølsbræ*. Next morning we ascend the desolate Stordal, where the path to Mork over the Handspikje, mentioned at p. 66, diverges to the right. Farther on we keep to the left and in 2½ hrs. reach the *Lodalsbræ* (about 2970 ft.), which we ascend to the right, skirting the *Rauskarfjeld*, to the *Jostedalsbræ*. The highest point of the latter is reached to the right of the *Lodalskaupe* (6790 ft.) and to the left of the *Stornaase*. The descent to Gredung takes 5-6 hrs. We first cross the *Gredungsbræ* or *Erdalsbræ*, which comes down from the *Stornaase* and the *Klubben* (5150 ft.) on the W., and then descend by a difficult and unpleasant rocky path past the *Skaarene* to the lower end of the glacier (2300 ft.). The valley now becomes less steep, and we reach the *Gredungs-Sæter*, the gaard of *Gredung*, and finally the gaard of *Erdal* on the Strynsvand, whence we ferry to *Hjelle* (p. 183).

A pass, said to be easy, leads from Faaberg viâ the stone hut on the *Liaxel*, rising to the N.E. of the Nigardsbræ, or viâ the Nigardsbræ, then across the Jostedalsbræ, and down to the *Bødal* on the *Loenvand* (p. 180).

22. Jotunheim.

Section 30D (Galdhøpiggen) and Section 30B (Bygdin) of the Topographical Map mentioned in the Introduction (p. xxviii; scale 1 : 100,000) have been published, but for the entire W. part of the district the traveller has to depend on antiquated and almost useless maps. — For the *Horvnger* our map (p. 149) on the scale of 1 : 200,000, though also based on insufficient material, but corrected and completed, is at present probably the best; the heights are taken from the 'Norske Turistforenings Årbog for 1894'. The map published by C mmermeyer of Christiania under the title 'Lomme-Reisekart over Norge No. V., Lom, Vestre-Slidre, Borgund, Lyster' may also be recommended (1 : 175,000; price 1 kr.).

Although the greater part of Norway consists of a vast tableland, rising occasionally into rounded summits, and descending abruptly at the margins, it possesses three districts with the Alpine characteristic of well-defined mountain-ranges. One of these districts is on the *Lyngenfjord* in Tromsø Amt (p. 247), the second is *Søndmøre* (p. 190), and the third is the region bounded by the Sognefjord on the W. and the plateaux of Valders and the Gudbrandsdal on the S. and the N.E. This last was explored for the first time by *Keilhau* in 1820 and named by him *Jotunfjeldene*, or the 'Giant Mountains', but is now generally known as *Jotunheim*, a name given to it by later 'Jotunologists', chiefly Norwegian students, as a reminiscence of the 'frost giants' in the Edda.

The peaks of Jotunheim (called *Tinder*, *Pigge*, *Horne*, and *Næbber*, while the rounded summits are *Høer*) generally range from 5900 ft. to 6600 ft. in height, while the *Galdhøpig* (p. 152) and the *Glittertind* (p. 165) exceed 8200 ft. The Swiss Alps are much higher (Mont Blanc, 15,784 ft.), but are surpassed by the Jotunheim mountains in abruptness. The plateaux between the peaks are almost entirely covered with snow, the snow-line here being about 5580 ft. (in Switzerland 8850 ft.). Huge glaciers (*Bræer*, the smaller being called *Huller*, 'holes') descend from these masses of snow. The amphitheatre-like mountain-basins which

occur here frequently, enclosed by precipitous sides rising to 1600 ft. or more, are known as *Botner*. The valleys lie, with a few exceptions, above the forest-zone, and are therefore much less picturesque than those of the Alps. One of their peculiarities is that they rarely terminate in a pass, but culminate in a nearly level '*Band*', with a series of lakes; the passage from one side to the other is sometimes so slightly marked, that the waters of the uppermost lake flows off in both directions. Three large lakes, the *Bygdin*, the *Tyin*, and the *Gjende*, all at a height of about 3300 ft. and surrounded by barren, sparsely grown rocky hills, complete the chief features of this bleak northern landscape.

A marked difference in travelling in the Jotunheim as compared with the Alps is the absence of proper paths in the former. Even frequented routes often lead through the débris and detritus of the 'Ure' (p. xxx), across marshes, or over strong glacier-torrents, either bridgeless or inadequately bridged. On the other hand the approach to the mountain-tops is generally easier than in the Alps.

The Jotunheim inns are inferior to those on the more frequented routes, but thanks to the spirit and enterprise of the Norwegian *Turist-Forening* (p. xxv) fairly good quarters are obtainable at all the chief resorts, either in the refuge-huts erected by that society or in the so-called 'hotels' (mountain inns of the simplest character). The sleeping quarters are generally better than those of the Alps, while the beds, as a rule, are fair and broad enough for two persons if necessary. The commissariat department is, however, much inferior to that of the Alpine club-huts. Most of the travellers are Norwegians, and parties often consist of two or three ladies travelling alone. It is advisable not to arrive at the sleeping-place too late in the evening, as otherwise the traveller may have to put up with very inferior accommodation. Members of the Turist-Forening, recognisable by their club-button, have a preferential right to beds at the tourist-huts (except those built with subvention of government) until 10 p.m. (paying 40 *ø.*; non-members pay 1 kr. 25 *ø.*). The other charges are also correspondingly low, and the day's expenditure (not including guides) need not exceed $3^1/_2$-$4^1/_2$ kr.

Unpretending sleeping accommodation may also be had at most of the *Sæters* (also called *Støl* or *Sel*), which contain at least one living-room and one sleeping-room. The *Fæboder* or *Fælæger* are still simpler. The cowherds (*'Fækarle'* or *'Driftekarle'*) are generally good-natured and hospitable fellows, who regale the traveller with 'Fladbrød', milk, cheese, and butter. The cows (*Køer*) are usually sent up to the mountains (*til Sæters*) on St. John's Day (June 24th) and remain there till Sept. 10th. Women and girls are often their sole attendants.

The GUIDES are active and obliging, but generally speak Norwegian only and are scarcely on a par with those of Switzerland or the Eastern Alps. Their number, moreover, is so small, that a traveller must often wait until a group of tourists is collected. The usual fee is 4 kr. per day, but the charges for the different expeditions are given in each case. The guide is not bound to carry more than 2 'bismer'-pounds (24 lbs.) of luggage, and even this he carries unwillingly. For the longer tours, therefore, the traveller must engage a porter, who receives about two-thirds of

a guide's fee. No charge is made for the return-journey. — ALPENSTOCKS, though very useful for steeper ascents, are not in favour in Norway, and good ones cannot be procured there (comp. p. xxiv). On the other hand, ICE-AXES (*'Isøxer'*) and stout ROPES (*'Reb'*) are now supposed to be provided at the chief stations of the Turist-Forening, though as a matter of fact this is not always the case. Indeed, the whole 'technique' of mountaineering is much more perfectly understood and practised in the Alps than in Norway, where, however, it is less required. — Those who travel without a guide should, as a rule, on leaving one of the sæters, whence numerous paths always diverge, ask to be shown the way for the first half-hour.

With the exception of the greater ascents, most of the excursions may be made on horseback. In the hire paid for a horse the services of an attendant are never included, but must be paid for separately; if he is a full-grown man ('voxen Mand') he receives the same fee as a guide.

The following tour (9-10 days) includes the FINEST POINTS in Jotunheim. — From *Aardal* on the Sognefjord to *Vetti* (p. 144), half-a-day; viâ *Skogadalsbøen* and over the *Keiser* to *Turtegrø* (p. 149), one day; excursions from Turtegrø, one day; viâ the *Bævertun-Sæter* to *Røjshjem* (p. 151), two days; over the *Galdhøpig* (p. 152) to *Spiterstulen* (p. 165; which may be reached a day earlier by the omission of Røjshjem) and to *Lake Gjende* (p. 161), two days; excursions from Lake Gjende and thence viâ *Gjendeboden* to *Eidsbugaren* (p. 157), two days; viâ the *Skinegg* and *Tvindehougen* to *Skogstad* or *Nystuen* (p. 55), one day. — Turtegrø may be reached from *Skjolden* on the Sognefjord (p. 138) in 3 hrs., viâ *Fortun* (p. 148).

In addition to the approaches to the Jotunheim considered in the following description, the route from *Vinstra* to *Gjendesheim* (see p. 162) may also be mentioned.

DISTANCES in the following descriptions are calculated for good walkers. It should be borne in mind that walking in Jotunheim is, owing to the want of paths, much more fatiguing than among the Swiss Alps. Ample time should therefore always be allowed. — A standard rule of Norwegian travel is that horses, guides, boats, food, etc., should always be ordered in good time, on the day before if possible. An early start is almost impossible if, owing to the want of guides (see p. 142), one has to wait for Norwegian fellow-travellers.

a. From Aardal on the Sognefjord to Vetti. Vettisfos.

To *Vetti* about 5 hrs., *viz.* 1¼-1½ hr. by rowing-boat; 1¼ hr. by cariole, on horseback, or on foot; the rest on foot, the path being almost too bad for riding. As the Sognefjord steamers to Aardal are not timed very conveniently, and the quarters at Aardal are unpretending, this route is a little uncomfortable. It is recommended only to those who are going on to Jotunheim or who intend making the circuit of the Horunger, but hardly repays visitors to the Vettisfos only.

Aardal, see p. 136. We walk up the *Aardals-Elv*, on the right bank of which we observe the gaard *Hereid*, to the (¼ hr.) **Aardalsvand**, a lake 14 Kil. long, surrounded by abrupt cliffs and deep ravines. A boat and rowers are always ready in the travelling season to carry passengers to the upper end of the lake (1½ hr.; 1 pers. 80 ø., 2 pers. 1 kr. 32, 3 pers. 1 kr. 62 ø.). To the right we see the *Stegafjeld*, with the precipice of *Opstegene* on its E. side; beyond lies the *Fosdal* with the *Eldegaard*, to which a zigzag path ascends past a waterfall. Farther on, high up to the right, is the

Løstsæter; then the *Midnæshamer*, with the *Eldeholt*. To the left rises the *Bottnjuvkamb*, with its huge precipice; to the right are the 'Plads' or clearing of *Gjeithus* and the *Raudnæs*. Then, to the left, the *Nondal*, with several farms and the *Nondalsfos*. On rounding the Raudnæs we see —

Farnæs, at the N.E. end of the lake, where we land. Bargaining advisable in hiring horse or vehicle. Guide to Vetti unnecessary.

From Farnæs to Fortun (8-10 hrs.; with guide, 4 kr.). A bridle-path ascends to the N.W. through the *Fardal* or *Langedal*, passing the *Aare* and *Stokke* sæters, to the *Muradn-Sæter*, whence a path leads through the *Lovardalsskar* (4700 ft.), a narrow gap or pass at the base of the Austabottinder and the Soleitinder (p. 150), into the *Berdal*, where a refuge-hut has been built. Thence to the gaard of *Fuglesteg* (2495 ft.) and by an excessively steep descent (whence probably the name of 'Fuglesteg', or 'bird-path') to Fortun (p. 148).

The road from Farnæs to Gjelle (7 Kil.) ascends the right (W.) bank of the *Utla*. In 1/4 hr. we see on the right the mouth of the *Aardøla;* then the gaard of *Moen* (poor quarters). About 5 Kil. from Farnæs the road crosses the Utla, and ends at *Gjelle*, 2 Kil. farther on. To the right is the fine *Gjellefos*.

From Gjelle a bad bridle-path (best on foot for the suitably shod) ascends the *Vettisgjel*, a ravine 4-5 Kil. long. The path first descends to the left, crosses the river, and reaches the gaard *Skaaren*, just beyond which it crosses another bridge ('Johannebro, 1880'). Farther on we thread our way through a chaos of stones above the wild Utla. After 30-40 min. we reach the **Afdalsfos*, 530 ft. high. Scenery very imposing. The ravine ends, 3/4-1 hr. farther on, at the *Høljabakfos*, a fall of the Utla. Steep ascent to the *Høljabakken*, from which we have a view of the 'Plads' below, Gaard Vetti above, and of three small waterfalls to the left. Then a steep climb of 1/2-3/4 hr. more to —

Gaard Vetti (1090 ft.; quarters at *Anfind Vetti's;* horses to be had for returning to Farnæs; Anfind and his son Thomas good guides).

A disagreeable path (guide unnecessary) leads hence, at first up and then down hill, to (1/2 hr.) the ***Vettisfos**, or *Vettismorkafos*, 850 ft. in height, a fall of the *Morkedøla*, which joins the Utla a little lower down. A height near the fall commands an admirable view of it, but a closer approach may be made by crossing a small bridge to the other bank. — Those who have 3-4 hrs. more to spare may ascend for 1 1/4 hr. the path leading to the Vettismorka-Sæter, in order to enjoy the fine view from the platform constructed in 1894 above the fall.

*Circuit of the Horúnger (with guide; a horse must be obtained at Farnæs or Gjelle, and provisions brought from Aardal). 1st Day: From Gaard Vetti, by the *Vettismorka-Sæter* and the *Fleskedals-Sætre* (p. 145), to *Skogadalsbøen* (p. 146) in 7-8 hrs., or in 3/4 hr. more to the highest *Guridals-Sæter* (p. 146). 2nd Day: Across the *Keiseren Pass* (p. 168) to the *Turtegrø-Sætre* (p. 149), and ascent of the *Dyrhaugstind* (p. 150). 3rd Day: Viâ *Fortun* to *Skjolden* (p. 138), 4 1/2-5 hrs.

b. From Vetti to Tvindehougen and Eidsbugaren.

8-10 hrs. A grand expedition (guide 5½ kr.).

Gaard Vetti and the *Vettisfos*, see p. 144. From Vetti we zigzag up the *Vettisgalder* towards the N.E., and in ½ hr. reach a plateau commanding a view of the **Utladal** to the N., with the *Maradalsfos* on the left. In another ½ hr. we reach the top of the hill, where there are a few sickly pines and others overthrown by the wind. To the right rises the *Stølsnaastind*. A path descends to the left through scrub and across the *Morkedøla* to the above-mentioned platform overlooking the *Vettisfos*. We then return to the left bank of the Morkedøla, ascend its course, and (20 min.) cross it to the —

Vettismorka-Sæter (2190 ft.), 1½ hr. from Vetti. To the W., at the head of the Støls-Maradal, rises the Riingstind with the Riingsbræ; below is the Maradalsfos; to the right, the Maradalsnaasi. The view of the Horúnger increases in grandeur.

From the upper valley of the Morkedøla, on the S. side, rises the **Gjeldedalstind** (7100 ft.; first ascended by Hr. Carl Hall in 1884), and on the N. side the **Stølsnaastind** (6790 ft.; first ascended by Mr. Slingsby in 1875), both of which may be ascended with guide without serious difficulty. Grand views.

Our route now leads through pines and birches and (½ hr.) crosses the *Fleskedals-Elv*. It then ascends through wood to an open space where we enjoy a *View of the Skagastølstinder (p. 150) to the left. We then descend slightly and cross the river again to the (½ hr.) four **Fleskedals-Sætre**, the middle one of which, owned by Anfind Vetti, affords clean quarters (if open: enquire at Vetti). Grand view of the Riingsbræ and other Horunger.

The route to Tvindehougen returns to the left bank of the Fleskedals-Elv and follows the course of this stream. To the N. we first observe Friken (p. 146), and afterwards the precipices of the 'Næs' between the Fleskedal and the *Uradal*. In ¾-1 hr. we recross the river by a bridge. To the right rise the Stølsnaastinder with a large glacier. Farther on we ascend to (1½ hr.) the defile of **Smaaget**, where we have another striking *View of the Horúnger behind us. To the right rises the Koldedalstind, to the left the Fleskedalstind. We then descend rapidly towards the *Upper Koldedalsvand* or *Uradalsmulen* and follow the whitewashed 'varder' to the S., along the *Koldedøla*, to the *Lower Koldedalsvand*. We cross the Uradals-Elv at the head of this lake, 2 hrs. from Smaaget, and skirt the E. bank of the lake and river to the upper end of *Lake Tyin*. Hence along the N. bank of Lake Tyin to *Tyinsholmen* (p. 155), 2 hrs. from the bridge, and to *Tvindehougen* or *Eidsbugaren* (p. 157).

c. From Vetti through the Utladal, Gravdal, and Leirdal to Røjshjem.

1st Day. From *Gaard Vetti* to *Skogadalsbøen* (6-7 hrs.). Those who sleep here may ascend the Skogadalsnaasi in the afternoon. — 2nd Day. From Skogadalsbøen to *Slethavn* (8-9 hrs.). — 3rd Day. To *Røjshjem* (6-7 hrs.).

From Vetti (p. 144) to the *Fleskedals-Sætre*, 2½ hrs., see p. 145. Our route ascends the green *Friken* (4630 ft.; the highest point remains to the right), following the 'Varder', descends after ¾ hr., and then skirts the slope high above the **Utladal**, affording a *View of the *Horúnger*, whose sharp peaks tower above a vast expanse of snow: to the left, the Skagastølstinder rising above the Midtmaradal, then, the Styggedalstind, the E. buttress of the group, descending into the Maradal, with the extensive Maradalsbræ (p. 167). To the S., in the prolongation of the Utladal, we see the Blejan and the Fresviksfjeld (p. 132); to the S.E., the Stølsnaastind; to the E., the sharp pyramid of the Uranaastind; to the N., the mountains of the Skogadal and Utladal.

In ¾ hr. more we see below us, to the left, on the other side of the valley, the *Vormelid-Sæters*, the starting-point of the first climbers of the Store Skagastølstind (route from Gjertvasbøen, see p. 150). In front of us are Skogadalsbøen and the Guridals-Sæters (p. 144). The path descends rapidly through fatiguing underwood ('Vir') to (¾ hr.) a small birch-wood. In 10 min. more the lonely *Uradal* opens on the right, with an immense mass of 'Ur', fallen from the S. slopes. At the E. end of the Uradal rises the Uranaastind (p. 157). We cross the *Uradøla* by a small bridge ('Klop'). We then follow a cattle-track ('Koraak') through sparse birch-wood at the foot of the *Urabjerg*, cross a bridge over the *Melkedøls-Elv* or *Skogadøla*, and (½ hr.) reach —

Skogadalsbøen (2915 ft.; **Club Hut*), consisting of two sæters, always inhabited in summer (from 24th June till the beginning of September). This is an excellent starting-point for excursions in the E. part of the *Horunger* (p. 149).

From Skogadalsbøen we may scale the **Skogadalsnaasi** (6080 ft.; 3-4 hrs, there and back), without a guide, by ascending the valley to the (½ hr.) *Lusahouge* (see below) and then climbing to the right. The direct ascent from the sæters is very steep. Grand mountain-view. — From Skogadalsbøen we may also ascend the *Uranaastind* (p. 157).

The ascent of the *Gjertvastind* (p. 167) takes 8-10 hrs. from Skogadalsbøen, there and back. The ascent proper begins at *Gjertvasbøen* (2950 ft.; p. 167), and up the *Gjertvasnaasi*. In 1-1½ hr. we reach the first plateau (4265 ft.), and in 3 hrs. more the *Gjertvastop* (4685 ft.). About 500 ft. higher we reach the base of the peak, then ascend a slope of snow, and partly over rock, and lastly by a broad crest to the summit.

We continue our journey through the Utladal. Horses may be obtained at Skogadalsbøen to carry us to a point beyond Muran (1 kr.; no saddles). We pass a bridge, crossed by the path to the Keiser (p. 168), follow the E. bank of the Utla, pass the abandoned *Lusahoug-Sæter*, and (¾ hr.) reach the confluence of the *Store* and *Vetle Utla*. The latter descends on the left from the *Vetle* ('little') *Utladal*, and forms several falls over the rocky barrier of the *Tunghoug*. The Store Utla, along which the steep path ascends, has forced its passage through the rocks and dashes along its channel far below. On the left rises the *Hillerhøi* (5260 ft.). Fine view

behind us of the Styggedalstinder with the huge Gjertvasbræ. Grand scenery.

We next reach a higher region of the Store Utladal and (1½ hr. from Skogadalsbøen) the **Muran-Sæter** (3325 ft.; tolerable quarters, if open), on the opposite (right) bank of the river (bridge). Grand view of the Styggedalstinder to the W., the Kirke to the N.E., and the Rauddalstind to the E. (The route through the Rauddal to the Gjendebod follows the left bank of the Utla, see p. 162.)

We now follow the N. bank of the Utla. On the S. side we observe the Skogadalsnaasi and the second Melkedalstind; then a large waterfall descending from the Rauddalsmund (p. 162), adjoining which on the N. rise the Rauddalstinder. Nearly opposite the Rauddal is the stone hut of *Stor Halleren*, used by reindeer-stalkers. In ascending we look back at intervals to see the impressive view of the Horúnger. The valley now takes the name of **Gravdal.** We next have to wade (best near the Utla) through the *Sand-Elv*, descending on the left from the Sjortningsbræ, an offshoot of the Smørstabbræ, above which towers the curiously shaped Storebjørn (p. 154).

The path ascends and the flora becomes Alpine. We at length come to the stone refuge-hut on the **Leirvand** (4930 ft.), 5-6 hrs. from Skogadalsbøen, where the routes from the Gravdal, from the Leirdal, from the Visdal, and from the Høgvagel (p. 164) converge. To the E. towers the curiously shaped *Kirke* (7070 ft.; comp. below); to the N.E. the *Tværbottenhorn* (about 6890 ft.).

The route through the **Visdal** goes round the N. side of the Leirvand and ascends through the *Kirkeglup*, between the Kirke on the right and the Tværbottenhorn on the left, to the *Kirketjærne*, a series of tarns. Passing these, it then descends to the E. into the *Upper Visdal.* On the right are the Uladalstinder, with a great glacier. The route, which cannot be mistaken, unites at Uladalsmynnet with that coming from Lake Gjende (p. 165).

Descending the **Leirdal,** we skirt the imposing *Ymesfjeld* (p. 152) on the right, but the curious-looking *Skarstind* (7885 ft.) is the only one of its peaks visible. To the left are the grand glacier tongues of the Smørstabbræ and several of the Smørstabtinder. To the N. of the Storebræ rises the *Storebrætind* (7306 ft.). In 2 hrs. from the Leirvand we reach the sæter of —

Slethavn (owned by *Amund Elvesæter;* good quarters). To the W. tower the *Stetind* and the *Skagsnæb* (6560 ft.), both of which may be ascended by robust mountaineers with good guides (each 8-9 hrs., there and back). Visitors also speak well of the ascent of the *Kirke* (see above; guide necessary), with descent through the Gravdal to Skogadalsbøen (p. 146; 12-14 hrs.).

To the left, farther on, appears *Loftet* (7315 ft.), with its glaciers. In 2 hrs. more we pass the prettily situated *Ytterdals-Sætre* (3085 ft.; plain quarters), near the lofty fall of the *Duma.* We cross the Leira by a bridge and descend by the route described at p. 153 to (4-5 hrs.) *Røjshjem* (p. 151).

d. From Skjolden on the Sognefjord to Fortun and Turtegrø.

ROAD from Skjolden to *Fortun* (6 Kil.; Tariff I). Good BRIDLE PATH thence to the *Turtegrø Sæter* (3 hrs.). Guide and horse from Fortun to Røjshjem (p. 151) viâ Fortun (2 days) 20 kr.; guide alone 10 kr. (not necessary for Turtegrø).

Good GUIDES for the Horúnger region: *Ola J. Berge* of Turtegrø and *Ole Øiene* of Fortun (these two with certificates from the Turist-Forening), *Thorgeir Sulheim* of Eide, *K. Furaas* of Fortundal, *Halvar Halvarsen* and *Torger G. Eide* of Skjolden, *Knud Fortun* of Fortun, and *Ivar Øiene* of Turtegrø.

Skjolden (p. 138), a steamboat-station at the head of the *Lysterfjord*, an arm of the Sognefjord, lies near the mouths of the Mørkereidsdal on the N. and the Fortundal on the E. The steamboat pier, where the roads to both valleys begin, lies below the gaard of **Eide** (**Thorgeir Sulheim's Inn*, 4 kr. per day), on an old moraine.

The road to Fortun, from which that to Mørkereid (p. 138) diverges at once to the left, crossing the bridge, follows the course of the *Fortundals-Elv* and skirts the moraine of Eide. It then leads along the S. bank of the milk-coloured *Eidsvand*, beyond which we see the *Fortundal*, with the huge precipice of the *Jersingnaasi* (3088 ft.; N.) and the waterfalls mentioned below. The route next ascends the left bank of the Fortundals-Elv. The fertile valley is enclosed by wooded slopes. To the N.E. rises the Fanaraak (p. 154), behind us lies the fjord. To the right the *Lingsfos* falls from a great height. The road skirts the overhanging rocks of the *Smalaberg*. On the right is the *Kvæfos*. Also on the right, high above us, is Gaard Fuglesteg (p. 144).

6 Kil. **Fortun i Lyster** (150 ft.), a group of gaards with a new church. The skyds-station, with **Øiene's Inn* (moderate), lies $^1/_2$ M. above the church.

WALK up the **Fortundal**, with a fine view of the Jersingnaasi (see above) on the left, to the (10-12 min.) *Ovabergs-Elv*, which issues from the gorge of *Skagagjel* in a fine fall and flows down to the Fortundals-Elv in two arms. Crossing both bridges, and ascending a rough path to the right, we pass behind the cottages and climb to a rock projecting over the fall (caution necessary). — We may then go on, in 5 min. more, to a bridge over the Fortundals-Elv and (without crossing it) to a small rocky hill by the *Havshølfos* (where a ladder descends to the salmon-fishing apparatus), and thus obtain a view of the beautiful valley in both directions, of the Liabræ to the N. (in the distance), and of the upper part of the Kvæfos to the S.

The road continues to follow the left bank of the Fortuns-Elv, between the *Tuffen* on the left and the *Sognefjeld* on the right, to *Svenshei* (6-7 Kil. from Fortun). It here diminishes to a path and crosses to the right bank. The valley becomes wilder. To the left is the *Svaidalsbræ*, to the right the *Liabræ* (6100 ft.). At a point about 2$^1/_2$ hrs. from Svenshøi we may either ascend to the left over the *Kleppeskar* or follow the great bend of the river past the poor gaard of *Bagli*. Farther on, beyond the sæters of *Aa* and *Tværdal*, we reach (1$^1/_2$-8 hrs. from Fortun) the —

Nørstedals-Sæter (good quarters at *Nils Øiene's*), situated near the opening of the two side-valleys of *Midtdalen* and *Vettledalen*, and the starting point for several lofty MOUNTAIN PASSES (guides necessary). — 1. We ascend the Fortundal, with a view of the *Stenegbræ* to the left, and at the foot of the *Krossbakkenose* we turn to the right for the *Ilvand* (4308 ft.), a lake in the bleakest mountain environment, at the E. base of the huge *Tundredals-*

kirke (6500 ft.) and covered with ice even in summer. We follow the E. bank of the lake (rough walking) and ascend for about 275 yds. more, after which we descend (fine view), partly over glaciers, to the *Tundredals-Sæter* (12-14 hrs. from Nørstedøl), where the night is spent. Next day we descend viâ *Kvitingen* to *Aamot*, whence we go on to *Lindsheim*, near the church of *Skeaker* (p. 65). — 2. For the second pass we follow the Fortundal as above but ascend to the left at the Krossbakkenose to the *Fortundalsbræ*, and cross this, between the Tundredalskirke on the E. and the Tværaadalskirke on the W. (as described at p. 65), to the *Sota-Sæter* (9 hrs.). — 3. We ascend the Fortundal, cross the stream by a new bridge, and ascend the *Gravdal* to the glacier. On the W. side of this we descend through the *Grøndal* to the *Fosse-Sæter*, in the Mørkereidsdal (see p. 138).

A good bridle-path, leading to the N.E. between the skyds station and the church, ascends the steep *Fortungalder* in windings, with retrospects of the Fortundal. The worst of the ascent is over in $^3/_4$ hr. The path ascends through the fertile *Bergsdal*, passing the gaard of *Berge* (1085 ft.). Good view of the falls of the *Ovabergs-Elv*, which flows through the valley. We cross the stream by a picturesque wooden bridge and ascend near the gaard of *Søvde*. In 25 min. we reach the second terrace of the valley. The path runs up and down, affording, at the gaard of *Optun*, a view of the foaming *Optunsfos*. Here begins another steep ascent of $^1/_2$ hr., passing the *Eiksætre*. At the top the Ovabergs-Elv forms the *Dokkafos*, near the sæter of *Dokka*, while another fall is formed to the right, high up, by a tributary stream. In front rises the First Dyrhaugstind. To the right, $^1/_2$ hr. beyond Dokka, is the *Simogalfos*, past which a path leads to the Riinggadn-Sæters (p. 150), crossing the Elv. The main route remains on the right bank, passes below the sæter of *Gjessingen*, crosses the stream descending from the Skagastølsbotn, which forms several fine falls *(Turtegrøfossene)*, and reaches (about 3 hrs. from Fortun) —

Turtegrø (2790 ft.), where fair food and accommodation may be obtained in the mountain-inns of *Ivar Øiene* and *Ole Berge* (50 beds in all; R. $^1/_2$-1 kr., B. or S. 80, D. 1 kr. 30 ø.). Horses are usually, and guides always obtainable here (Ivar Øiene recommended; also Jensen Berge of Skjolden). Turtegrø is headquarters for excursions amid the *Horunger*, the grandest group of mountains in Jotunheim, with precipitous slopes and needle-like peaks, from which glaciers descend in all directions. The district attracts a steadily increasing number of Danish, Norwegian, and English mountaineers. — About $^1/_2$ M. beyond the inns the path forks, the left branch ascending rapidly to the Sognefjeld (Røjshjem, p. 151), the right leading to Helgedal and the Keiseren Pass (p. 168).

One of the finest points of view, and in any case the most easily accessible, is the ***Oscarshoug** (3730 ft.), a few paces to the right of the path to the Sognefjeld, about $^1/_2$ hr. above Turtegrø. At the top is a varde, commemorating the visit of King Oscar II., when Crown Prince, in 1860. The view embraces the Fanaraak (p. 154); then the Helgedal, through which leads the route to the Keiseren Pass; farther to the right and more distant, the Styggedalstinder; nearer, the three huge Skagastølstinder; the Maradalstind, rising over the extensive Maradalsbræ; to

the right of the glacier, the Dyrhaugstinder; to the right of these and farther off, the Riingstinder (Soleitind and Austabottind not visible).

Still more extensive is the view from the ***Klypenaasi** (3757 ft.), to the N.W. of Gjessingen (p. 149), which may be ascended in 2-2½ hrs. (guide 2 kr.). It commands the best general survey of the Horúnger, from the Austabottind and Soleitind on the W. to the Styggedalstinder on the E.

A visit to the grand and wild ***Skagastølsbotn** should on no account be omitted (there and back 5-6 hrs.; guide 2 kr.). The route passes near the two *Skagastøle* (sæters; right), crosses the stream twice, and ascends through the valley between the Dyrhaugstinder on the W. and the *Kolnaasi* (5414 ft.) on the E. The floor of the Skagastølsbotn is covered by the *Skagastølsbræ* (4430 ft.), which projects its icy foot into a weird lake, where the formation and birth of icebergs may be studied most profitably.

To the W. of the Dyrhaugstinder opens the ***Riingsbotn**, a huge basin also containing a large glacier, surrounded by the Riingstind, the Dyrhaugstind, and (W.) the *Løvnaasi* or *Nonhougen*, prolonged towards the S. by the Soleitinder and the Austabottinder. The excursion from Turtegrø (there and back) occupies 6 hrs. (guide 2 kr.). At the mouth of the valley lie the *Riinggadn-Sætre*.

Besides the Riingsbotn and the Skagastølsbotn we may also visit the **Styggedalshotn**, the easternmost in the Horúnger group, with the magnificent *Styggedalsbræ*, bounded on the W by the Kolnaasi, on the E. by the Simlenaasi, and on the S. by the Styggedalstinder. The way passes the *Helgedals-Sæter* (p. 168).

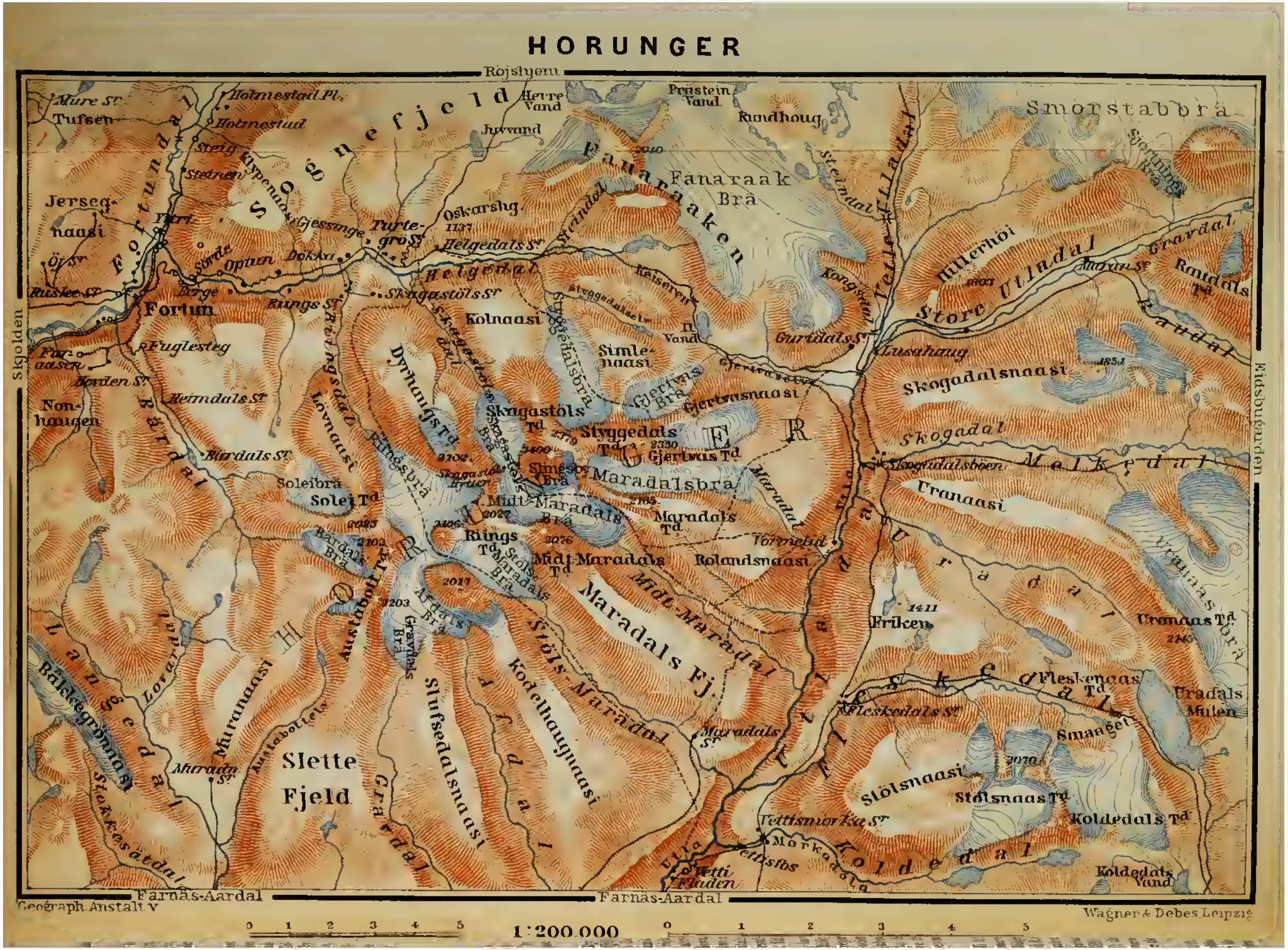
One of the finest easier ascents from Turtegrø is that of the N. **Dyrhaugstind** (6234 ft.), the nearest of several peaks of the Dyrhaugsfjeld (with guide, in about 4 hrs.). We ascend rapidly past the Skagastøle to the top of the Dyrhaug, and follow its crest, partly over 'Ur', to the summit. The **View** embraces towards the E. the Skagastølstinder and to the right of them the wild Maradalstinder; to the W. the Soleitind, Austabottind, and Riingstinder; due S. the other Dyrhaugstinder. Lower down, on the left, lies the Skagastølsbræ, on the right the Riingsbræ. Between the Skagastølstinder and the Dyrhaugstinder we see the snow-mountains on Lakes Bygdin and Tyin; to the N. the Fanaraak and the Smørstabtinder; to the W. the vast Jostedalsbræ as far as the Lodalskaupe (p. 141).

The Englishman, *Mr. W. C. Slingsby*, and the Dane, *Herr C. Hall*, have been mainly instrumental in destroying the reputation for invincibility, long enjoyed by the chief peaks of the Horunger. According to the report contributed by the latter to the year-book of the Norwegian Tourist Society (1896), the following are comparatively easy: *Northern Skagastølstind* (about 7220 ft.; Keilhau and Boeck, 1820); the passage of the *Skagastølsbræ* to the *Skagastøl Hut*, which lies on the 'skar' or 'band' (ca. 5740 ft.) above the Skagastølsbotn (3-4 hrs. from Turtegrø); and the *Fanaraak* (p. 154; beyond the limits of the Horunger district).

The following are more trying: the highest *Dyrhaugstind* (6895 ft.); the S. *Dyrhaugstinder* (ca. 6460 ft.); the *Gjertvastind* (7710 ft.); the *Stølsmaradalstind* (6617 ft.); the N. *Midtmaradalstinder* (ca. 6330 ft.); the middle *Riingstind* (6282 ft.); the E. *Riingstind* (ca. 6230 ft.); the *Skagastølsneb* (ca. 7215 ft.); the S. *Maradalstind;* the passage of the *Styggedalsbræ* to the *Gjertvasbræ*.

Suitable for experts only, with able guides, are the *Store Riingstind* (6910 ft.; there and back 9-10 hrs.; first ascended by Hr. C. Hall in 1890); the *Soleitind* (6825 ft.; 10 hrs.); the highest *Maradalstinder* (ca. 7100 ft.); the *Midtmaradalstind* (6810 ft.); the pass over the *Riingsbræ* and the *Stølsmaradalsbræ* to Vetti (p. 144); and the pass from the *Midtmaradalsbræ* over the *Midtmaradalstinder* to the *Stølsmaradalsbræ*.

Still greater experience is required by the *Store Styggedalstind* (7800 ft.; Hall, 1883); the *Vesle Skagastølstind* (7710 ft.; Hall, 1885); the *Centraltind* (7750 ft.; Hall, 1885); and the pass leading from the *Maradalsbræ* over the 'skar' between the *Store Styggedalstind* and the *Gjertvastind* to the *Gjertvasbræ*.


HORUNGER
Röjshyem
Skjolden
Eidsbugarden
Farnäs-Aardal
Farnäs-Aardal
Sognefjeld
Fortundal
Fanaraaken
Fanaraak Brä
Smörstabbrä
Store Utladal
Helgedal
Bärdal
Ringsdal
Langedal
Slette Fjeld
Gravdal
Ardal
Maradals Fj.
Midt-Maradal
Stöls-Maradal
Utladal
Melkedal
Skogadal
Uradal
Koldedal
Fleskedal
Fortun
Turtegrö
Skagastöls Td.
Styggedals Td.
Gjertvas Td.
Maradalsbrä
Store Ringstind
Dyrhaugs Td.
Midt-Maradals Td.
Austabott Td.
Solei Td.
Soleibrä
Rolandsnaasi
Uranaasi
Skogadalsnaasi
Stölsnaasi
Frikken
Vetti
Fladen
Koldedals Vand
Uradals Mulen
Smaaget
Kodelhaugnaasi
Slufsedalsnaasi
Muranaasi
Bäkkegrönnasi
Jersegnaasi
Nonhaugen
Oskarshg.
Kolnaasi
Simlenaasi
Ringsbrä
Gjertvasbrä
Styggedalsbrä
Holmestad
Tufsen
Prästein Vand
Rundhoug
Herre Vand
Juvvand
Uranaas Td.
Fleskenaas Td.
Koldedals Td.
Stölsnaas Td.
Geograph. Anstalt v.
Wagner & Debes, Leipzig
1:200.000

The most difficult of all are the *Store Austabottind* (7225 ft.; Hall, 1883); the *Mellemste Skagastølstind* (7565 ft.; Hall, 1884); the *Store Styggedalstind* (7805 ft.; Hall, 1883); and the *Store Skagastølstind* (7725 ft.), once thought impossible, like the Matterhorn, but conquered by Mr. Slingsby in 1876 and now ascended several times every year. All these tours require 12-16 hrs.

An interesting GLACIER WALK of 12-14 hrs. is the passage of the *Skagastølstindskar* or *Midtmaradalsskar* (5758 ft.), between the Skagastølstind and the Dyrhaugstinder, over the Midtmaradalsbræ to the *Midtmaradal* and the *Utladal* (p. 145), and down the latter to *Vetti* (p. 144).

e. From Andvord to Røjshjem. The Galdhøpig.

Andvord, see p. 65. The road to Røjshjem (14 Kil.) ascends on the left bank of the *Bævra*, often close to the stream. At one point, the *Stqberg*, where there is a mill, the ravine is very narrow, and huge blocks of rock have fallen into it from above. In the background rise the *Galdhøer* (7300 ft.), which conceal the Galdhøpig, and the *Juvbræ*, with their imposing masses of ice and snow. To the left, on the opposite bank, are the gaards of Glimsdal and the falls of the Glaama (see below). We pass the gaard *Sulheim*, on the right, with a waterfall in the gorge, and then the gaard *Gaupar*. The road crosses the Bævra.

Røjshjem or *Rødsheim* (1800 ft.; *Inn* kept by *Ole Halvorssøn Røjshjem*, the oldest guide to the Jotunheim, who speaks English and knows the country thoroughly, but does not now act as guide; house often full; telephone) lies at the junction of the Bæverdal and the Visdal (p. 165), and is the best starting-point for the ascent of the Galdhøpig and other fine excursions. It is a favourite resort of the Norwegians for a stay of some duration. By the upper bridge over the Bævra, about 175 yds. above the hotel, are several 'giant-cauldrons', the largest being about 10 ft. in diameter.

The following is a pleasant walk of 1-2 hours. We follow the Andvord road for 12 min., and cross the bridge to a rocky hill, made an island by the two branches of the Bævra and commanding a fine view of Røjshjem and the Galdhøer. A small foot-bridge crosses thence to the right bank, on which a pleasant meadow-path leads to the left through a plantation of alders to *Glimsdal*, a group of farms, where the *Glaama* descends in four falls. We may then ascend by the broad track on the left bank of the Glaama in 20 min. more to the gaard *Engum*, at the top of the fall.

The ASCENT OF THE GÁLDHØPIG offers no particular difficulty and during the height of the season is accomplished daily, often by Norwegian ladies. The night is spent in the Juvvashytte (4-5 hrs.), whence the summit is reached in $2^1/_2$-3 hrs. more.

We follow the Bæverdal road (p. 153) for 2 M., and near a white church ascend the bridle-path to the left to ($1^1/_2$ hr.) the *Raubergs-Stul*, which may also be reached by a direct footpath in $1^1/_2$ hr. We next ascend to the S.W. to (1 hr.) the barren and stony *Galdehøi* (5240 ft.), which the bridle-path, however, avoids. Towards

the E. the view is confined to the Glittertind. In 1½ hr. more we reach the **Juvvashytte** (ca. 6230 ft.; twenty beds, good and not dear, but often full), built and occupied by the guide, *Knud Vole*. Adjacent is the small *Juvvand*, backed by the *Tverbræ*, against which the semicircular cliffs of *Kjedelen* (7300 ft.) are seen in relief.

At the Juvvashytte begins the ascent proper (guide 6 kr., every additional person 2 kr.; Knud Vole or his son). A fair path leads over stony débris to the snow-fields, where snow-shoes ('skier') are provided for those who can use them. We now obtain our first view of the summit of the Galdhøpig and the *Sveilnaasi*, its dark rocky spur, with the *Keilhaustop* and *Sveilnaaspig*, looking almost black as they rise above the vast expanse of snow and above the *Styggebræ* or *Vetljuvbræ*. Crossing snow and a stony tract, we reach the 'Varde' (6365 ft.) on the Styggebræ in 1-1½ hr., and take ¾-1 hr. more to cross the glacier. (Beware of the crevasses.) We next ascend a ridge of rock covered with loose stones. Lastly we mount a toilsome snowy arête to the (½ hr.) summit, with a shelter-hut, stocked with coffee, port, and champagne.

The ****Galdhøpig** (8400 ft.; accent on first syllable), the loftiest mountain in Norway, is the highest peak of the *Ymesfjeld*, a peculiar mountain-plateau with precipitous sides, enclosed by the valleys of the Leira, Visa, and Bævra, and connected with the other mountains of Jotunheim by the Høgvagel (p. 164) only. The view is marvellously extensive. On the N.E. it extends to the Snehætta (p. 71) and the Rondane (p. 74), to the left of the Glittertind (p. 165), which is about the same height as the Galdhøpig; to the S.E., S., and S.W. extends the whole of Jotunheim; to the S. the Gausta (p. 31), 125 M. distant, is said to be visible in clear weather beyond the Uladalstinder; to the S.W. are the Smørstabtinder, the Horunger, and a piece of the Sognefjord; to the W. are the Jostedalsbræ and the Nordfjord mountain-chain; lastly the Snehætta group to the N. No inhabited valleys are visible.

A fair path leads from the Juvvashytte across a glacier and then down, finally crossing the Visa bridge, to *Spiterstulen* (p. 165). — Another path descends to the W. to the *Elve-Sæter* (p. 153).

The **Lomsegg** (8885 ft.). to the N. of Røjshjem, may be ascended on horseback viâ the gaard *Sulheim* (p. 151) in 5-6 hrs. Imposing view of the Glittertind and Galdhøpig, and of the Smørstabbræpigge and the Fanaraak to the S.W. The view of the valley is also very picturesque.

The view from the **Hesthræpigge** (6095 ft.) reveals the Jotunheim range in longer array than that from the Lomsegg. Riding practicable part of the way. The latter part of the ascent over snow and ice is nearly level.

From Røjshjem to *Lake Gjende*, see pp. 166-164.

f. From Røjshjem over the Sognefjeld to Turtegrø.

1st Day. To the *Bævertun-Sæter*, a walk of 6½ hrs.; driving practicable to (8 Kil.) the *Elve-Sæter*, a third of the way. — 2nd Day. To *Turtegrø*, 8 hrs. (guide unnecessary for experts). Stout shoes are required for the upper Bæverdal (p. 153). Horse and guide from Røjshjem to Fortun (p. 148) viâ Turtegrø, 20 kr.

Røjshjem, see p. 151. A carriage-road ascends through the *Bæverdal* (or *Bøverdal*), on the right bank of the stream, to ($4^1/_2$ Kil.) *Bæverdals Kirke*. On the W. side of the valley is *Bakkeberg*, with large farm-buildings amid smiling corn-fields. The road, partly hewn in the rock, ascends steeply through the grand gorge of *Galderne*, with its overhanging cliffs. Farther on the ravine expands to a pleasant basin, with the gaards of *Horten*, where grain and potatoes are cultivated. To the left, above us, are the ends of the glaciers on the N. side of the Galdhøpig. About 2 Kil. from the Bæverdal church the road crosses the *Leira*, which falls into the Bævra a little lower down, and then follows the valley of the latter, passing the sæters of *Rusten* and *Flekken*.

Just before reaching the bridge the route to Turtegrø (narrow cart-track) turns to the left into the **Leirdal**. After following the right bank of the Leira for 2 Kil. more, it reaches the bridge below the large farm of **Elve-Sæter** (good accommodation), situated on the opposite side of the river and surrounded by tilled fields and pastures. This has recently become a favourite starting-point for the ascent of the *Galdhøpig* (viâ the *Mytings-Sæter* to the Juvvashytte, with guide, $3^1/_2$-4 hrs.).

Beyond the Elve-Sæter a poor bridle-path ascends the valley, above the left bank of the Leira. To the left are the slopes of the *Store Juvbræ* and the *Store Grovbræ*. A rickety bridge, leading to the *Leirdals-Sæter*, is passed on our left. To the right, fully an hour from the Elve-Sæter, are the two *Lisætre*. On the left descends the *Ilfos;* facing us is *Loftet* (p. 147), with its extensive glaciers; nearer, on the left, on the other side of the Leira, is the high fall of the *Duma*, below which lie the Ytterdals-Sætre.

About 2 hrs. from the Elve-Sæter we leave the Leirdal (through which a path leads past the Ytterdals-Sætre to the Leirvand; see p. 147) and ascend to the right to the *Bæverkjærn-Hals* (about 3600 ft.; 'Hals', a pass). We here obtain a fine *View of the flat upper basin of the Leirdal, set in snow-mountains and glaciers. At the *Bakkeberg-Sæter*, about 3 hrs. from the Elve-Sæter, we come in sight of the *Høidalvand*, from which the Bævra issues in a waterfall, and of the *Blaahøi*, generally covered with snow.

We now descend, passing the *Bæverkjærn*, with its numerous promontories and sæters (right), into the **Upper Bæverdal**, which we follow to its head. The path skirts the S.E. bank of the lake, and after $^1/_4$ hr., near the *Rusten-Sæter*, crosses a new bridge over the noisy Bævra (the old bridge, $^1/_4$ hr. farther on, was destroyed in 1897). We then follow the N. slope of the valley for $1^1/_4$ hr., above the *Bævertunvand* (3045 ft.), to the W. of which rises the *Dumhø*. At the W. end of the lake we at length reach ($4^1/_2$ hrs. from Elve-Sæter) the —

Bævertun-Sæter (3050 ft.), two houses with good quarters for 10-12 persons (50 ø.) and tolerable food (B. 50 ø.).

About 15 min. after leaving Bævertun the route to the Sogne-

fjeld crosses the *Dommabro* or *Dombrui*, where the *Domma*, shortly before its junction with the Bævra, flows underground. We then ascend for about 1¾ hr. through the monotonous valley of the Bævra, through bog and brook, over rock and rubble, to the *Nupshaug*, a curious rocky knoll in the middle of the valley. Adjoining it is a fall of the Bævra; to the left are two other waterfalls, all of which unite here. We now ascend to the left to a higher region of the valley, pass (½ hr.) the ruined stone hut of *Krosboden*, and see to the left the **Smørstabbræ*, one of the grandest glaciers in Norway, overtopped by the *Smørstabtinder*. Of these peaks either the *Saksa* or the serrated *Skeja* may be ascended from the Bævertun-Sæter with a good guide in 12-14 hrs. (there and back); the highest peak, the *Storebjørn* ('Big Bear'; 7510 ft.; ascended for the first time by Hr. Carl Hall in 1885), to the S., is more difficult and takes longer. The Bævra issues from the Smørstabbræ.

In 40 min. from Krosboden we come to the first of the stone varder with which the whole route across the **Sognefjeld** (or *Dølefjeld*) is marked. The wooden figure attached to the varde formerly bore the inscription: —

'Vær rask som en Løve, og skynd dig som en Hind!
See Veiret det griner i Fanaraak Tind!'
'Be quick as a lion, and haste like a hind; for the storm-cloud lowers on the Fanaraak Tind (peak)!'

When overtaken by fog, without a competent guide, the traveller should never lose sight of one varde until another is visible.

In ½ hr. more we reach the highest point of the *Fjeld* (ca. 4900 ft.), whence we enjoy a superb *View of the Smørstabbræ and the Smørstabtinder. We here cross the boundary of Bergens-Stift. To the left lies the *Rauskjældvand*, the first of the large lakes, with which the plateau is strewn. About ¼ hr. from the summit of the fjeld is a curious varde called the '*Kammerherre*', a high mass of rock with a pointed stone on the top. Farther on, to the left, is the extensive *Præstesteinvand*, with its numerous bays, which we skirt for about 1½ hr. In the distance, to the E., beside the Smørstabtinder, rises the Kirke (p. 147), to the S.E. the Uranaastind (p. 157). The glaciers descending from the *Fanaraak* (6690 ft.) almost join the Præstesteinvand on the S. Later the route descends to the *Herrevand*, crossing its discharge by the wooden *Hervasbrui* ('Brui', bridge; 4305 ft.). The Smørstabtinder now disappear from the retrospect. — The route rounds the W. buttress of the Fanaraak and descends to the *Juvvand* (4115 ft.). To the right, in the distance, lies the broad back of the Jostedalsbræ. In front rises the whole range of the *Horúnger*, including the Riingstinder, the Dyrhaugstinder, and the Skagastølstinder. The best point of view is the **Oscarshoug* (p. 149), a slight eminence to the left of the path, 1½ hr. from the Herrevasbrui.

We now descend by a good path to (½ hr.) *Turtegrø* (p. 149), reached after a walk of about 8 hrs. from Bævertun.

g. From Skogstad or Nystuen to Lake Tyin and Eidsbugaren.

The distance from Skogstad to *Vasenden*, on Lake Tyin, is 11 Kil. (pay for 17); from Nystuen it is 10 Kil. (pay for 16). The excursion thence viâ *Tvindehougen* to the top of the *Skinegg*, and back viâ *Eidsbugaren* and *Tyinsholmen*, takes 9-10 hrs. The boat should be ordered to meet us at Tyinsholmen, so as to avoid the rough walk along the bank to Tvindehougen. Those who are making the tour sketched at p. 143 pass the night at Eidsbugaren. Others may go on from Vasenden the same evening.

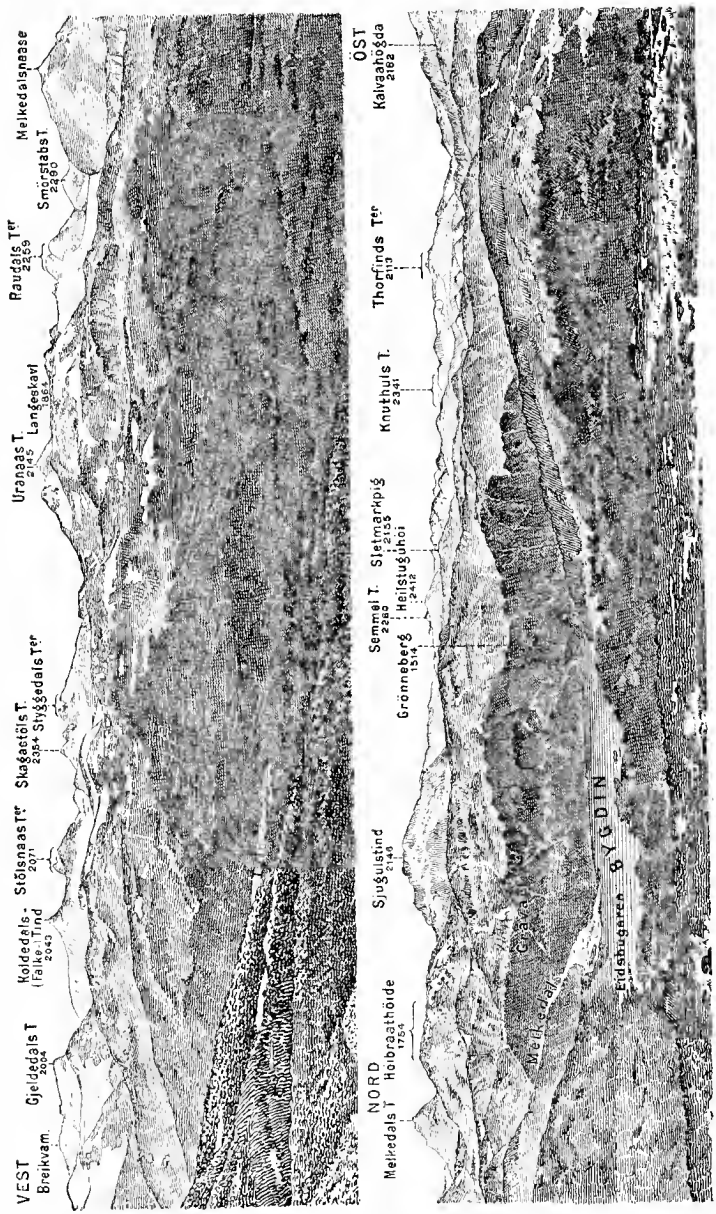
The road to Lake Tyin, diverging from the Valders road between *Skogstad* and *Nystuen* (p. 55), crosses the foaming *Bjørdøla*, descending from the left near the *Opdals-Sæter* (2940 ft.), and ascends steadily along the slope of the *Stølsnøsi* (to the right, the *Raubergskamp*, p. 55) to —

Vasenden (**Hôtel Framnæs*, R. 1 kr. 25, B. 50, S. 50 ø.; *Jotunstøl Hotel*, unpretending), situated close to the S. end of Lake Tyin, 6 Kil. from the parting of the ways. Fine distant view, over the lake, of the steep Uranaastind and other peaks.

Lake Tyin (3535 ft.) is 14 Kil. long, 1-2½ Kil. broad, and at places over 300 ft. deep. Its banks, like those of the other Jotunheim lakes, are uninhabited, except by a few 'Fækarle' (p. 142) in summer. The masses of snow in the hollows, often reaching down to the water's edge, enhance the appearance of desolate loneliness. — The row across the lake from Vasenden to Tvindehougen (for 1, 2, 3 persons with 1 rower 2 kr. 40, 2 kr. 80, 3 kr. 20 ø.; with 2 rowers 3 kr. 60, 4 kr. 40, 5 kr. 20 ø.) takes at least 2 hrs. The institution of a steam-launch would be very desirable, but seems hopeless for the present. The Melkedalstinder become prominent to the right of the Uranaastind as we proceed. To the left we see the large W. bay, whence the Aardøla issues; farther on are the Koldedal and Koldedalstind (p. 157).

Tvindehougen, a club-hut of the Turist-Forening (keeper, *Gudbrand Skattebo Andersen*), where travellers bound for the Skinegg disembark, is one of the chief stations of the Jotunheim guides (*Anders K. Jørstad* recommended). — About 3 Kil. farther on, at the N.E. end of the lake, lie the chalets of *Tyinsholmen*, with the *Trudvang Hotel* (Gudbrand Anderson), whence a broad road leads over the 'Eid' (isthmus) to (4 Kil.) Eidsbugaren (p. 157). The path along the bank of the lake from Tvindehougen to Tyinsholmen is marshy and crosses several brooks.

The ***Skinegg** (4800 ft.) is ascended from Tvindehougen in 1½ hr. (also in the same time from Eidsbugaren). The way can scarcely be missed, though there is no path. From the hut we go at first towards the N., in a line almost parallel with the bank of the lake. Beyond the first brook we turn towards the hill, and then ascend on the left bank of the second brook. A 'stone man' on the ridge, near the brook, which we cross at this point (40 min.), serves as a guide. Similar piles of stones farther on also indicate the way,


VEST
Breikvam
Gjeldedals T
2004
Koldedals-
(Falke-) Tind
2043
Stölsnaas Ter
2071
Skagastöls T.
2354
Styggedals Ter
Uranaas T.
2145
Langeskavl
1864
Raudals Ter
2259
Smörstabs T.
2290
Melkedalsnaase
NORD
Melkedals T
Hölbraathöide
1754
Sjugulstind
2140
Grönneberg
1514
Semmel T.
2280
Heilstuguhöi
2412
Sletmarkpig
2155
Knuthuls T.
2341
Thorfinds Ter
2113
ÖST
Kalvaahögda
2162
Melkedal
Eidsbugaren
BYGDIN

which crosses some patches of snow and passes to the right of a small lake. The best point of view is the N. peak, to the left; the S. peaks, though higher (5145 ft. and 5265 ft.), lie too far back.

View (see p. 156). To the S. we survey part of Lake Tyin (not Tvindehougen) and the whole of the Fillefjeld, with the Stugunøse near Nystuen and the majestic Suletind (5810 ft.). Of more absorbing interest are the mountains to the W. and N., where the Breikvamseggen, the Gjeldedalstinder (7090 ft.) and Koldedalstinder (see below; Falketind, Stølsnaastind), with their vast mantles of snow, and farther distant the Horunger (beginning with the Skagastølstind on the left, and ending with the Styggedalstind to the right; p. 150), rise in succession. Next to these are the Fleskedalstinder, the Langeskavl, the Uranaastind (see below), the Melkedalstinder, the Sjugultind, and other peaks. To the N. rise the mountains on the N.W. side of Lake Gjende, and still more prominent are the Sletmarkhø, Galdebergstind, and Thorfinstinder on Lake Bygdin. Of that lake itself the W. end only is visible.

Eidsbugaren is plainly seen during the whole descent, which takes about 1 hr. Towards the foot we have to cross several arms of a copious stream descending from the lakes on the 'Eid' between Lake Tyin and Lake Bygdin. [In ascending from Eidsbugaren we steer direct towards the N. peak, avoiding the soft snow-patches as much as possible.]

The 'hotel' of **Eidsbugaren** (kept by Ole Røjshjem, p. 151), at the W. end of Lake Bygdin (p. 159), contains a number of beds, but is now hardly adequate to the increasing stream of tourists. The fare and accommodation are tolerable (R. 1 kr., D. 1 kr. 30 ø.). It is the starting-point for several magnificent excursions, which, however, can be equally well made from Tvindehougen or Tyinsholmen.

The **Koldedalstind** or *Falketind* (6700 ft.), to the N.W. of Lake Tyin, ascended in 1820 by *Prof. Keilhau* and *Chr. Boeck*, and the first of the Jotunheim mountains ever climbed, is ascended in 8-10 hrs. (guide 4 kr.). We ascend the valley of the *Koldedøla* (p. 145) to the foot of the Falketind, and climb to the top, most of the way over glaciers. — The dangerous descent to the Koldedal should be avoided; better return by the same route.

*Excursion to the *Store Melkedalsvand*, see p. 166. — Through the *Koldedal* to the *Fleskedals-Sætre* and *Vetti*, see p. 145. From Tvindehougen we row obliquely across the lake (1, 2, or 3 pers., with 1 rower, 80 ø., 1 kr., or 1 kr. 20 ø.).

The Ascent of the Langeskavl, there and back, takes half-a-day (guide necessary, 2 kr.). We ascend the course of the *Melkedøla* (p. 166), and at the top of the hill, instead of turning to the right into the Melkedal, enter a side-valley to the left, where we keep as far as possible to the right. The bare summit of the **Langeskavl** (6115 ft.) towers above masses of snow. The view embraces the mountains seen to the W. of the Skinegg, to which we are now nearer, and also the whole of Lake Bygdin as far as the Bitihorn.

The Ascent of the Uranaastind from Eidsbugaren takes 6-7 hrs., or a whole day there and back (guide necessary, 4 kr.). We follow the route to the Langeskavl, which after a time we leave to the W. in order to ascend the extensive *Uranaasbræ*. We cross that glacier to the *Bræskar*, whence we look down into the Skogadal to the W. (p. 167). Lastly an ascent on the N. side of about 800 ft. more to the summit of the *Uranaastind (7045 ft.), the highest E. point of the *Uranaase*, which is always free from snow. The extensive view vies with that from the Galdhøpig (p. 152). Towards the W. the Uranaastind descends precipitously into the

Uradal (p. 146). To the E. it sends forth two glaciers, the Uranaasbræ, already mentioned, and the *Melkedalsbræ*, the E. arm of which descends into the Melkedal (p. 166), while the N. arm, divided by the *Melkedalspigge* and furrowed with crevasses, descends partly into the Melkedal, and partly into the Skogadal (p. 167).

h. From Fagernæs to Raufjordheim, and up Lake Bygdin to Eidsbugaren.

Two days. 1st Day. Drive to (51 Kil.) *Raufjordheim.* — 2nd Day. Ascend the *Bitihorn* early, 3-4 hrs. there and back; row up *Lake Bygdin* to *Eidsbugaren* in 6-8 hrs. This approach to the Jotunheim is apt to be tedious owing to the long and sometimes windy passage of Lake Bygdin, but the placing of a steam-launch on that lake would overcome this objection.

Fagernæs, see p. 52. — The road, which diverges to the right from the Valders route at the Fagerlund Hotel, ascends the valley of the *Østre-Slidre-Elv*, running a little way from the left bank of the stream. Nearly level at first, it rapidly ascends through wood. To the left, below, lies the *Sælbo-Fjord*, with several gaards high above it, and snow-mountains in the distance. We pass, on the right, the loftily situated church of *Skrutvold* or *Skrantvaal* and (farther on) that of *Rogne*. Below us, to the left, is the *Voldbo-Fjord*, at the N. end of which is the church of *Voldbo*, whence a good road leads to the left, over the *Slidreaas*, to (26 Kil.) Fosheim and (20 Kil.) Løken (see p. 53).

Our road crosses the *Vinde-Elv*, and then skirts the *Hæggefjord*.

23 Kil. ***Hæggenæs Hotel.** — To the E. rise the *Méllene* mountains, the W. slope of which is the *Øiangenshøi*, a splendid point of view (ascent 3-3½ hrs.; guide 1 kr. 60 ø.).

The road now ascends steeply to *Hægge* and the chief church of *Østre Slidre*, an old 'Stavekirke' (p. 28), existing at least as early as 1327, but largely rebuilt. To the left is the gaard of *Northorp*. Farther on, also to the left, are the *Dalsfjord* and the *Mørstafjord*, connected by a river with each other and with the *Hedalsfjord*.

11 Kil. *Skammestein*. Farther on the road runs above the Hedalsfjord. Beyond *Okshovd*, where a road to the Hedel-Sæters diverges to the right, the main road bends to the left towards *Lake Øiangen*. Fine view of the lake, with the *Slettefjeld*, *Mugnatind*, and *Bitihorn* (p. 159). We pass the *Beito-Sæters*.

The continuation of the road to Lake Bygdin, opened in 1897 and not yet marked on our Map (p. 141), ascends gradually and crosses a marshy plateau enclosed by mountains. To the W. is the Mugnatind, and to the N. the Bitihorn (p. 159), on the E. side of which the road leads through a pass. Farther on it crosses the *Vinstra*, the discharge of Lake Bygdin, and ends at the —

17 Kil. (pay for 25) *Hole-Sæter* on the *Holesund*. The *Hotel Jotunheim* is to be opened here, but in the meanwhile travellers turn to the left before crossing the Vinstra and proceed to —

Raufjordheim *(Knut Løkken's Inn)*, a refuge-hut at the E. end

of the *Raufjord*, an arm of Lake Bygdin, so called from the iron with which it is impregnated ('raud', 'rød', meaning 'red').

The ascent of the ***Bitihorn** (5250 ft.) from Raufjordheim takes 3-4 hrs., there and back (guide not indispensable). We ascend the W. slope the whole way, keeping well to the left of several swamps at the beginning. The 'Horn' soon becomes visible, serving as a guide. For an hour the route traverses 'Rab', or ground covered with underwood (juniper, dwarf birches, Arctic willows), and the soft soil peculiar to the Norwegian mountains, and for another hour it ascends steep rocks. Magnificent view of the imposing Alpine landscape to the W., and of the vast plateau to the E., relieved by several peaks and large lakes.

FROM RAUFJORDHEIM TO EIDSBUGAREN by boat in 8 hrs. (for 1, 2, 3 persons with two rowers 8 kr. 40 ø., 10 kr., 12 kr.; to Nyboden only, 4 kr., 4 kr. 40, 5 kr. 20 ø.). There has long been talk of the installation of a steam-launch here. — From the Raufjord a narrow strait leads to ***Lake Bygdin** (3484 ft.), the largest of the three lakes of Jotunheim, about 25 Kil. in length from E. to W., $1^1/_2$-$2^1/_2$ Kil. in breadth, and at places 700 ft. deep. On the N. it is bounded by lofty mountains, on whose steep slopes large herds of cattle are pastured. The S. bank is lower and less picturesque. Storms sometimes make the navigation of the lake impossible. To walk along the N. bank to Eidsbugaren (12-14 hrs.) is wearisome, though free from danger since the Tourist Club improved the path and bridged the streams.

The boat skirts the N. bank. On the right we first observe the *Sund-Sæter* and the mouth of the *Breilaupa*. (Path to Gjendesheim, see p. 164.) About 4 Kil. farther on are the 'Fælæger' of *Hestvolden*, whence we may ascend the **Kalvaahøgda* (7160 ft.), a still finer point than the Bitihorn, affording a magnificent view of Jotunheim.

We next pass the deep *Thorfinsdal* (see below), with remains of old moraines at its entrance. At the base of the *Thorfinstind* we then reach the *Langedals-Sæter*, and close to it **Nyboden**, a shooting-lodge, of which the 'Fækarl' has the key.

From Nyboden we may ascend the huge ***Thorfinstind** (6932 ft.; 7 hrs., there and back), the jagged crest of which is called the *Brudefølge* ('bridal procession'). Fine survey of Lake Bygdin and half of Valders; splendid view of the other Thorfinstinder to the N., the Svartdalspigge, and the Knutshulstinder (p. 161). This ascent should be made early in order to avoid falling stones.

FROM NYBODEN TO LAKE GJENDE (p. 161), two routes. One, very grand, but toilsome, leads to the N.W. through the **Langedal**, passing the *Langedalstjærn* (4900 ft.), and crossing the *Langedalsbræ* (6233 ft.) between the *Sletmarkpig* (7070 ft.) on the left and the *Svartdalspig* (7030 ft.) on the right, into the *Vesle Aadal*. Guide (2 kr.) rarely to be found at Nyboden. The other route, preferable and comparatively easy (4-5 hrs.; guide, not indispensable, 2 kr.), leads through the **Thorfinsdal** and the **Svartdal**. It ascends steeply at first on the W. side of the Thorfinsdals-Elv, commanding the whole valley, which is separated from the Svartdal to the N. by a 'Band', or table-land with a series of lakes (p. 142). The path then follows the E. side of the valley. To the left, farther on, we obtain a superb view of the *Thorfinshul*, a basin formed by the Thorfinstinder; before us rise the three *Knutshulstinder*, enclosing the *Knutshul*, but the highest (7680 ft.) of them is not visible. The highest part of the route is reached at the S. end of the long 'Tjærn' (tarn; 4786 ft.), to the left, whence we see the mountains to the N. of Lake Gjende,

particularly the pointed Semmeltind. Beyond a second, and smaller, lake (4750 ft.) and a glacier descending from the left, we enter the *Svartdal*, and follow the right (E.) bank of the *Svartdøla;* to the left tower the huge *Svartdalspigge.* We then cross to the left bank, and soon reach the huge precipice descending to Lake Gjende, called *Gjendebrynet*, through which the Svartdøla has worn a deep gorge, the *Svartdalsglup.* We may either follow the latter from varde to varde, or, better, ascend a ridge covered with loose stones to the left to the ***Svartdalsaaxle** (5866 ft.), which commands a superb survey of the whole N. side of Jotunheim. Far below lies Lake Gjende (From the Svartdalsaaxle we may ascend the Svartdalspig without difficulty.) We now descend to the W., below the Langedalsbræ, at first rapidly over loose stones (caution necessary), and then over soft grass; then by the course of the glacier-stream into the Vesle-Aadal, whence we soon reach the *Gjendebod* (p. 161). Or, on reaching Lake Gjende, we may shout for a boat to ferry us across (10 min.).

Voyaging on Lake Bygdin, we next pass the *Langedals-Elv*, and then the *Galdeberg*, from which falls the *Galdebergsfos.* On the S. side of the lake rises *Dryllenøsen* (4934 ft.). Rounding the sheer rocks of the Galdeberg, we observe to the right above us the *Galdebergstind*, and facing us the *Langeskavl* (or *Rustegg*) with the Uranaastind (p. 157), an imposing scene. On the right next opens the valley of the *Høistakka*, which forms a waterfall. To the S.W. rise the Koldedalstinder (p. 157), and lastly, to the S., the Skinegg (p. 155). Looking back, we observe the three peaks of the Sletmarkpig (p. 159). The lake owes its milky colour here to the *Melkedøla*, a genuine glacier-brook. After a row of 6 hrs. we reach *Eidsbugaren* (p. 157).

i. From Eidsbugaren to the Gjendebod on Lake Gjende.

From Eidsbugaren to the *Gjendebod*, 4-5 hrs.; guide (hardly necessary, though the path is rough) 2 kr. 40 ø., horse 4 kr. (A still finer route is that already described, from *Nyboden* through the *Thorfinsdal*, p. 159.)

Eidsbugaren, see p. 157. We follow the N. bank of Lake Bygdin, cross (1/4 hr.) the rapid Melkedøla (see above) by a narrow wooden bridge, and skirt the lake to (1 hr.) the mouth of the *Høistakka* or (1/4 hr. farther) the mouth of the *Tolorma*, which point may also be reached by boat (with one rower, for 1, 2, 3 persons, 80 ø., 1 kr., or 1 kr. 20 ø.). Grand view, looking back, of the snow-mountains to the W. (comp. pp. 155, 157).

Paths ascend the left bank of the Høistakka and the right bank of the Tolorma, skirting the W. and E. sides of the hill of *Høistakkene* and then uniting. To the E. rises the *Galdebergstind* (6785 ft.). We then ascend the *Oxdalshø*, crossing (1 1/2 hr.) a brook which descends thence. To the left rises the *Grønneberg* (4210 ft.), at the foot of which lies the *Grønnebergstjern* (4110 ft.), traversed by the Høistakka. Farther on we have the *Sjugulstind* (7040 ft.) on the left, and to the right the huge *Sletmarkpig* (7070 ft.), from which the *Sletmarkbræ* descends to the N. into the Vesle Aadal. The route ascends rapidly to the plateau between the *Gjeithø* (4790 ft.) and the *Rundtom* (4870 ft.), skirting the W. side of a small lake, and descends abruptly to the N.E. into the *Vesle Aadal.*

Fairly experienced mountain-climbers should combine the ascent of the *Gjendetunge* (p. 162), bounding the valley on the W., with this route (a digression of 1½-2 hrs.). About ¼ hr. after crossing the above-mentioned plateau we bend to the left and ascend to the N. over the débris on the steep slope of the *Tungepigge*, opposite the glacier of the Sletmarkpig. Another hour, on the W. side of the Tungepigge, brings us to the first summit of the Gjendetunge, falling precipitously to Lake Gjende. The descent leads to the Store Aadal (p. 162).

The route in the Vesle Aadal follows the course of the stream down to Lake Gjende. Here we turn to the N. and cross by a bridge to the —

Gjendebod (20 beds; good wine; fixed tariff; B. 70, D. 1 kr. 30, S. 70 ø.), a tourists' hut at the entrance to the *Store Aadal*, and at the foot of the precipices of the Memurutunge. This is the centre *par excellence* of the Jotunheim tourist traffic. The post-office delivers letters here. Guide, *Ole J. Steinom.* — Boat to the Memurubod with 1 rower for 1, 2, or 3 pers., 2 kr., 2 kr. 40, 3 kr. 20 ø., with 2 rowers 3 kr. 60 ø., 4 kr., 4 kr. 80 ø.; to Gjendesheim with 1 rower 3 kr. 20 ø., 4 kr., 5 kr. 20 ø., with 2 rowers 6 kr., 6 kr. 80 ø., or (also for 4 pers.) 8 kr. A second rower is always advisable.

***Lake Gjende** (3210 ft.), 18 Kil. long, 1-1½ Kil. broad, and 480 ft. deep at places, extends from W. to E., where the *Sjoa*, a tributary of the Laagen, issues from it. It presents a still more Alpine character than Lake Bygdin. On both sides it is enclosed by abrupt mountains, of which the *Beshø* (7585 ft.), on the N. or 'Solside', and the *Knutshulstind* (7680 ft.) and *Svartdalspig* (7030 ft.), on the S. or 'Bagside', are the highest. These peaks are not seen from the Gjendebod, but become visible as we ascend the Store Aadal. There are few places on the banks of the lake where landing or walking for any distance is practicable. The colour of the water is green, especially when seen from a height. The lake is fed by several wild glacier-torrents. Storms often make boating impossible for days together, and the N. wind sometimes divides in the middle of the lake and blows E. and W. at the same time.

The Ascent of the Memurutunge takes about 4 hrs., there and back, or including the descent to the Memurubod 6 hrs. at least (guide 2 kr.). From the Gjendebod we may either make the very steep ascent to the E. by the *Bukkelæger* or the *Høgstueløfte* (dangerous without a guide), or follow the bridle-path through the *Store Aadal* for about 1½ hr., ascending the left bank of the stream, and then mount rapidly to the right (practicable for riding; see p. 163). The ***Memurutunge**, a plateau about 5020 ft. in height, with snow-fields, small lakes, and interesting Alpine flora, forms a kind of mountain-peninsula, bounded on the W. by the Store Aadal, on the S. by the Gjende, and on the E. and N. by the Memuru-Elv. Farther N. it is encircled by lofty snow-mountains.

The View embraces, to the S., the Knutshulstind with its deep 'Hul', the Svartdalspig, and between them the deep Svartdal; then the Langedal and the Sletmarkpig; to the W. rise the pointed Melkedalstinder and Rauddalstinder, prominent among which is the Skarvdalstind, all near the Rauddal. To the N.W. lies the Langevand with the Smørstabtinder, the Kirke, and the Uladalstinder. To the N. the Hinaatjernhø, Memurutinder, and Tjukningssuen. To the E., the Beshø. — Instead of returning the same way, it is far more interesting to traverse the Memurutunge to its E. end (guide) and then make the steep descent to the *Memurubod*. In this case

a boat must be ordered to meet the traveller there. This detour adds about 2 hrs. to the excursion.

The view from the (2 hrs.) *Gjendetunge (5095 ft.) is one of the finest in Jotunheim and is superior to that from the Memurutunge in commanding a survey of the whole lake. We cross the bridge to the W., follow the path on the W. bank of the river to the N. for about 1/2 hr., and then ascend steeply to the left.

The ascent of the highest **Knutshulstind** (7680 ft.), from the Gjendebod, through the Svartdal (p. 159), takes about 8 hrs.

From the Gjendebod through the Rauddal to Skogadalsbøen, 10-12 hrs. (guide 7 kr.). The route leads up the *Store Aadal* on the right bank to a (1/2 hr.) waterfall formed by a brook descending from the Grisletjærn. It then ascends rapidly to the left. Farther on it crosses the brook and leads on the N. side of the *Grisletjærn* (4590 ft.) and the following tarns to the *Rauddalshoug* (3 hrs. from the Gjendebod), where the **Rauddal** begins. This grand, but at first unpicturesque, valley, with its almost unbroken series of lakes, lies to the N. of and parallel with the Melkedal (p. 166). On reaching the 'Band', or culminating point, we enjoy superb *Views in both directions: to the right rise the *Rauddalstinder* (7410 ft.; first ascended by Hr. Carl Hall in 1890; not difficult; guide indispensable), to the left is the Melkedalstind with its sheer precipice, and between them peeps the Fanaraak (p. 154) in the distance; looking back, we observe the Rauddalstind on the left, the Sjugulstind on the right, and between them the Sletmarkpig (p. 159) with a great amphitheatre of glaciers. It takes about 1 1/2 hr. to cross the 'Band', from which a route leads to the W. round the Svartdalsegg to the Langvand and the Store Aadal (a round of 10-12 hrs. from the Gjendebod). We next cross the *Rauddals-Elv* by a snow-bridge and traverse toilsome 'Ur' and patches of snow on the S. side of the valley, skirting a long lake for the last 1 1/2 hr. (patience very necessary). As we approach the ***Rauddalsmund**, the precipice with which the Rauddal terminates towards the Store Utladal, the scenery again becomes very grand. A view is obtained of the mountains of the Utladal and Gravdal, including the curiously shaped Storebjørn (p. 154), from which the *Sjortningsbræ* descends. To the E. we survey the whole of the Rauddal, flanked by the Rauddalstinder on the N. and the Melkedalstind (p. 167) on the S. The red ('raud') 'gabbro' rock here has given rise to the name of the valley. The route now descends on the S. side of the grand waterfall of the Rauddals-Elv to the *Store Utladal*, about 3/4 hr. above the *Muran-Sæter;* thence to Skogadalsbøen, see p. 146.

The *Row down Lake Gjende to Gjendeosen (3-4 hrs.) requires fine weather (fares, p. 161). Soon after starting we obtain a view to the S. of the Svartdal (p. 159), at the entrance of which lies the cattle-shed of *Vaageboden*. To the N. rise the slopes of the Memurutunge (p. 161). About halfway down the lake, at the mouth of the *Memurudal*, from which issues the muddy *Memuru-Elv*, crossed by a bridge, is the club-hut of **Memurubod.** Towards the N.E. the Beshø is conspicuous during the greater part of the trip, and more to the E. the Veslefjeld descends abruptly to the lake.

From the Memurubod an interesting and (with guide) comparatively easy glacier-pass leads to *Spiterstulen* (11 hrs.; p. 165). We ascend the *Memurudal* to the *W. Memurubræ*, traverse this to the pass adjoining the *Heilstuguhø* (p. 165), and descend the *Heilstugubræ* to the Visdal (p. 165).

From the E. end of the lake, named *Gjendesosen*, issues the *Sjoa*. On the N. bank here lies **Gjendesheim,** consisting of a club-hut and the hotel of *Anders Rusnæs*, a good starting-point for the ascent of the Veslefjeld and the Besegg (7-8 hrs., there and back; guide

advisable), and for that of the Beshø (8-9 hrs., with guide). Guide, *Knud Storstensrusten.*

A good bridle-path leads to the N. in 1 hr. to the *Bessa*, on the N. bank of which lie the *Bes* or *Besse Sætre*. The route to the Veslefjeld follows the S. bank. Guided by varder, we ascend to the *Besvand* (4525 ft.), where the huge Beshø becomes conspicuous. Ascending to the left, in 1½-2 hrs. more we reach the summit of the barren and stony **Veslefjeld** (5675 ft.). The view embraces the whole of the dark-green Lake Gjende, with the Koldedalstinder and Stølsnaastind to the S.W., and above all the enormous Beshø quite near. — We may now follow, towards the W., the narrowing crest of the Veslefjeld, separating the Besvand from Lake Gjende, which lies 1200 ft. lower, and terminating in the ***Besegg,** a curious ridge or arête, descending precipitously to Lake Gjende.

Travellers with steady heads may descend to the *Eid* separating the two lakes, and not rising much above the Besvand. It is also possible to descend to the Memurubod by skirting the base of the Beshø. It is safer, however, to return to the Bes-Sæters, or to descend direct to Gjendesheim.

The ascent of the ***Beshø** (7585 ft.; 7-8 hrs., there and back) coincides with that of the Veslefjeld as far as the *Besvand;* we then row across the lake and ascend by the *Beshøbræ*. If the boat is not in good condition, we follow the slope on the N. bank as far as the glacier. The view from the summit embraces the whole of Jotunheim. Far below lie the Memurutunge, the Besvand, Lake Gjende, and the Rusvand. The slope towards the last is precipitous.

From the Bes-Sæters we may follow the W. bank of the *Upper Sjodalsvand* (3255 ft.) to (1½ hr.) the *Besstrands-Sæter*, and go thence by a carriage-road, passing the *Nedre Sjodalsvand* (3240 ft.), traversing a spur of the *Besstrands Rundhø* (4910 ft.), and crossing the *Rassa-Elv*, to (1½ hr.) the three —

Ruslien or *Rusli-Sætre* (3125 ft.; good quarters at all), where the road from Sørum and Storvik ends (p. 64).

Ascent of the Nautgarstind from the Ruslien Sætre (3-4 hrs.). We ascend a cattle-track ('Koraak') to the *Hindfly*, turn to the left to the *Søndre Tveraa*, and round the *Russe Rundhø* (6233 ft.), traversing 'Ur'. Fine view of the Tjukningssuen (see below). We now come in sight of the snowless summit of the **Nautgarstind** (7615 ft.), to which we have still a steep ascent of fully 1000 ft. on the N.E. side. On the W. side the Tind ends in a vast 'Botn' or basin, 1600 ft. in depth. Magnificent view.

From the Ruslien Sætre to the Memurubod (p. 162), 9 hrs., rather fatiguing. We at first follow the left bank of the *Russa-Elv*, wade through the *Søndre* and *Nordre Tveraa*, and reach the (3 hrs.) *Rusvasbod*, at the E. end of the **Rusvand** (4085 ft.). Skirting the lake, we cross several torrents descending from the N. To the S. are the precipices of the huge Beshø. At the (3 hrs.) W. end of the lake we ascend the *Rusglop*, between the *Gloptind* on the E. and *Tjukningssuen* (7910 ft.) on the W., and then descend past the *Hesttjærn*, lying to the right. After following the height to the S. a little farther, we descend abruptly to the *Memurubod.*

From Gjendesheim to the Gjendebon (p. 161) an interesting route (to which the difficulty of crossing the Leirungs-Elv is a serious drawback) leads through the **Øvre Leirungsdal,** between the *Leirungsbræ* and *Knutshulstind*, to the *Svartdal* (p. 159), and thence past the Svartdalsaaxle. Guide necessary (5-6 kr.).

FROM GJENDESHEIM TO LAKE BYGDIN (6-8 hrs., not very attractive; guide 4 kr.). Passing the *Leirungsvand*, we ascend the course of a brook to the S. to the *Brurskarsknatte*, avoiding the extensive marshes of the Leirungs-Elv. Around the Leirungsdal rise the *Kalvaahøgda*, *Knutshulstind* (p. 162), *Kjærnhulstind* (7655 ft.), and *Høgdebrattet*. After crossing the marshy plateau of *Valdersflyen* (4600 ft.), we descend to the *Strømvand*, cross the *Vinstra* by a bridge, skirt a spur of the *Bitihorn*, which has been visible from the Valdersfly onwards, and reach *Raufjordheim* (p. 158). In the reverse direction it is best to row from Raufjordheim to the *Sund-Sæter* at the N.E. end of Lake Bygdin, and to ascend the bank of the *Breilaupa* (p. 159) towards the N.E. to Valdersflyen.

k. From the Gjendebod to Røjshjem.

On the first day we walk in 8-10 hrs. to *Spiterstulen;* on the second to *Røjshjem*, either direct (5 hrs.) or viâ the *Galdhøpig* (see p. 152). — Guide to Spiterstulen (4 kr.) and to the top of the Galdhøpig necessary. Horse as far as the steep ascent to the Uladalsband 2 kr. 60 ø., saving fatigue.

We ascend the left bank of the *Storeaadals-Elv* and pass through the defile of *Høistulen*, between the Memurutunge and the Gjendetunge. To the right, the *Glimsdalsfos*. Splendid view of the Semmeltind to the N. (see below). In 1 hr. we reach the *Vardesten*, a large rock; 1/2 hr. beyond it the bridle-path to the Memurutunge diverges to the right (p. 161). We next observe, to the left of the Semmeltind, the Hellerfos (see below), and to the left, above it, the imposing *Uladalstinder* (7605 ft.; easy ascent, splendid view). Walkers will find the passage of the *Semmelaa*, which descends from the *Semmelhul* glacier, unpleasant after rain. (The Semmelhul is also crossed by a route into the Visdal, no less unpleasant, but much grander.) Our path now ascends rapidly on the E. (right) side of the wild *Hellerfos*, the discharge of the Hellertjærn, and reaches the top of the hill in 1/2 hr. (2 hrs. from the Gjendebod). Behind us is a superb view of the Sletmarkpig and Svartdalspig. We traverse a weird wilderness, strewn with glacier-boulders, skirt the *Hellertjærn* (4300 ft.) in a N.W. direction, and then turn to the right into the insignificant valley which leads to the N., and afterwards more to the E., to the Uladalsband. The steeper ascent soon begins (2 1/2 hrs. from the Gjendebod), and riders must dismount.

FROM THE HELLERTJÆRN TO THE LEIRDAL AND RØJSHJEM, 3-4 hrs. longer than our present route, is much less toilsome (guide, not indispensable, to Ytterdals-Sæter 5 kr. 70 ø.; horse to Røjshjem 8-10 kr.). From the Hellertjærn we follow the main track, reach the *Langevand* or *Langvatn* (4630 ft.), and skirt its N. bank (1 1/2 hr.). On the right rise the Uladalstinder; to the S., *Skardalseggen* (7215 ft.). At the W. end of the lake we ascend past the two *Høgvageltjærne* to the **Høgvagel** ('Vagge', a Lapp word, signifying 'mountain-valley'; 5430 ft.), the highest point of the route, which commands a grand view of the Horunger to the S.W. The path then descends to the *Leirvand* (p. 147).

A steep ascent of 1/2 hr. brings us to the first of the four *S. Uladal Lakes* (about 5180 ft.). This and the second lie to our left, the third to our right, and the fourth to our left. The route, extremely toilsome here, keeps to the right below the slopes of the *Semmeltind* (7480 ft.; easily ascended from the N. side; 'Semmel', a female

reindeer). After another hour it reaches the **Uladalsband** (5760 ft.), its highest point, where it joins the route across the Semmel Glacier. We now descend to the two *N. Uladal Lakes* (5170 ft.). To the right rises the *Heilstuguhø* (7910 ft.; p. 162). Following the E. bank of this lake over most trying 'Ur', we at length reach (2 hrs., or from the Gjendebod 6 hrs.) *Uladalsmynnet*, the junction of the Uladal with the Visdal. Splendid view up and down the latter valley. To the left towers the Kirke. Route to the Leirvand, see p. 147.

The route down the ***Visdal** (to Spiterstulen 1½-2 hrs. more) follows the right (E.) bank of the *Visa*, at first traversing soft turf, a pleasant contrast to the 'Ur'. After 1 hr. we wade across the *Heilstuguaa*, descending from the *Heilstugubræ*. The crossing is easy in the early morning only; later in the day we ascend a little in order to cross by a bridge (whence Spiterstulen is 1 hr. distant). Shortly before reaching the sæter, we observe to the left, through the *Bukkehul*, the Sveilnaasbræ and the Styggebræ (p. 152), two glaciers with magnificent ice-falls, especially the latter.

Spiterstulen (about 3710 ft.), the highest sæter in the Visdal, commanded by the *Skauthø* (6675 ft.) on the E., affords plain quarters for 20 persons and good food at moderate charges (in the house of the guide, *Eilev Halvorsen Ofigsbø*).

With a guide (generally obtainable at Spiterstulen) we may ascend the *Leirhø* (7885 ft.), the *Heilstuguhø* (see above), and one of the *Memurutinder* (7965 ft.).

Instead of taking the direct route to Røjshjem, it is much preferable to ascend the **Galdhøpig** (p. 152) from Spiterstulen (4½ hrs.; guide 4 kr. for 1 pers., each addit. pers. 1½ kr.). The route, so long as it remains on the rocks, is good, and even on the glaciers offers few difficulties to Alpine climbers. It crosses the Visa by a bridge ½ hr. to the S. of Spiterstulen, ascends on the N. side of the *Sveilnaasbræ*, and traverses the three peaks of the *Sveilnaasi*. Splendid retrospects of the Visdal mountains.

From Spiterstulen to Røjshjem about 5 hrs. more (guide not indispensable). We soon reach the limit of birches (about 3600 ft.) and (½ hr.) a rocky barrier through which the Visa has forced a passage. In another ½ hr. we come to a pine-wood, with picturesque trees ('Furuer'), most of them quite bare on the N. side. (The limit of pines is here about 3280 ft. above the sea-level.) Above us, to the left, is an offshoot of the Styggebræ. We cross (¼ hr.) the *Skauta-Elv*, which forms a waterfall above, by a curious bridge. To the S. we perceive the Uladalstinder (p. 164) and the *Styggehø* (7315 ft.). On the other side of the Visa is the *Nedre Sulheims-Sæter* (3190 ft.), opposite which the *Glitra* falls into the Visa.

From Spiterstulen or the Nedre Sulheims-Sæter the ascent of the **Glittertind** (8385 ft.) takes 8-10 hrs., there and back (guide and ice-axe necessary).

The Røjshjem route continues to follow the E. bank of the Visa. In case of doubt observe the small varder. We cross the

Grjota, the *Smiugjela*, and the *Gokra*. The Visa is lost to view in its deep channel, but we follow the margin of its raviue. A path ascending to the right for a few hundred paces leads to the finely situated *Visdals-Sætre* (2960 ft.; quarters for the night obtainable, best at the *Øvrebø-Sæter*).

The **Gokraskard**, a fine point of view, may be ascended hence; it commands the Uladalstinder to the S., the Galdhøpig to the S.W., and the Hestbræpigge to the W. — A still finer point is the **Lauvhø** (6710 ft.), whence the Glittertind is also visible.

From the Visdals-Sætre we may also ascend the *Gokkerdal*, between the Lauvhø on the N. and the Gokkeraxel on the S., to the pass of *Finhals* (3885 ft.). Following the *Finhals-Elv* thence and crossing the *Smaadals-Elv* in the *Smaadal*, we may turn to the right to the *Smaadals-Sæter* (3905 ft.), from which the huge *Kvitingskjølen* (6975 ft.) to the N. may be ascended, and next reach the *Smørlid-Sæter* and the *Naaver-Sæter* on *Lake Thessen*. Thence across the lake and past the *Oxefos* to *Storvik* (p. 64; 1 1½ day).

Below the Visdal Sæters begins the magnificent descent to Røjshjem, skirting the profouud *Ravine of the Visa*. The *Lauva* descends from the right. The sæter-path, which has now become a road, descends very rapidly, and in abont 1½ hr. reaches the first houses, where we cross the curious bridge to the left.

Røjshjem, see p. 151.

1. From Eidsbugaren through the Melkedal to Skogadalsbøen, and over the Keiser to Turtegrø.

This is a magnificent but fatiguing route of two days (way marked by 'varder'; guide not indispensable for adepts). 1st Day: To *Skogadalsbøen* 10 hrs. (guide 6 kr.). 2nd Day: To *Turtegrø* 6½ hrs. — As the guides of Eidsbugaren, Vetti, etc., are seldom well acquainted with the *Horunger*, the traveller who intends to explore these mountains should dismiss his guide at the Helgedals-Sæter.

Eidsbugaren, see p. 157. — To the mouth of the turbid *Melkedøla*, and across that river, see p. 160. — Quitting the lake, we gradnally ascend the ***Melkedal**. After ¾ hr. the valley divides. The branch to the left ascends to the Langeskavl and the Uranaastiud (p. 157); that to the right is still called the Melkedal. Steep ascent throngh the latter, passing several waterfalls. As is so often the case in Norway, the valley has no level floor, but consists of a chaos of heights and hollows. The rocks are polished smooth by glacier-friction or covered with loose bonlders. Vegetation ceases entirely. About 20 min. above the bifurcation of the valley we ascend a steep snow-slope to the plateau of *Melkehullerne*, with several ponds.

In 20 min. more (about 1½ hr. from Eidsbugaren) we reach the ****Store Melkedalsvand** (4382 ft.), in a strikingly grand situation, the finest point on the route, and worthy of a visit for its own sake from Eidsbugaren (best time iu the forenoon, 4-5 hrs. there and back). Even in July miniatnre icebergs (of 'aarsgammel Is', year-old ice, *i.e.* winter-ice) are seen floating in the lake (fresh ice

being called 'natgammel Is', night-ice). To the W. rises the Langeskavl; then the Uranaastind; on this side of the latter is the Rødberg; next, the Melkedalsbræ, descending to the N.W. end of the lake, and the Melkedalstinder, all reflected in the dark-blue water.

A walk of another hour over 'Ur' and snow brings us to an ice-pond at the foot of the *First Melkedalstind*, whence we ascend a steep slope of snow in 20 min. more to the *Melkedalsband*, the watershed ('Vandskjelet'). Farther on appears the *Second Melkedalstind* (7110 ft.; ascended either from the Rauddal or the Melkedal), and to the N.W. the Rauddalstind (p. 162). The route skirts the three *Melkedalstjerne*, through which flows the *Skogadøla*. The stream has to be forded between the second and third. Rough walking. A view of the Horunger is now disclosed (p. 149). The striation of the rocks by glacier-action ('Skurings-Striber') is frequently seen. The torrent is again crossed by a snow-bridge (caution necessary), or we may wade through it knee-deep a little lower down. The Melkedal now ends in a barrier of rock ('Bælte', girdle), over which the river falls about 590 ft. To this point also descends from the left the W. arm of the Melkedalsbræ, by which the descent from the Uranaastind may be made (see above).

The lower region of the valley which we now enter is the ***Skogadal**, a broad basin. Above it tower the Skagastølstinder and the Styggedalstind. The Maradalsbræ descending from the Skagastølstinder is particularly striking. The Skogadal is at first a little monotonous, but with the rising temperature the vegetation improves, and the scanty 'Rab' or scrub is soon replaced by fine birches (whence the name, 'forest valley'). A walk of 2 hrs. from the 'Bælte', without defined path, brings us to the tourist-hut of —

Skogadalsbøen (see p. 146), reached from Eidsbugaren in about 10 hrs.

About $^1/_2$ hr. beyond Skogadalsbøen the Muran route leads to the right (p. 147). We turn to the left and cross the *Utla* by a bridge (2788 ft.). Beyond it the path to the right leads to the ($^1/_2$ hr.) Guridals-Sætre, while we follow the good sæter-track to the W., on the N. bank of the *Gjertvas-Elv* or *Styggedals-Elv*, which descends from the Gjertvasbræ and the Keiser. On the S. bank is the deserted sæter of *Gjertvasbøen*, whence a path leads to (1 hr.) the Vormelid Sæter (p. 146). The retrospect becomes grander and more open as we advance: to the left is the Smørstabbræ; at the end of the Store Utladal is the Kirke; more to the right are the Rauddalstinder; in front of us is the Skogadalsnaasi; farther to the right are the Melkedalstind, the Uranaastind, and, to the extreme right, the Falketind. After $^3/_4$ hr. the stream forms a small waterfall. To the left, at the base of the *E. Styggedalstind*, now usually called the *Gjertvastind* (7710 ft.), extends the large *Gjertvasbræ*, opposite which we pass $^1/_2$–$^3/_4$ hr. later.

A grand route, only about 1 hr. longer, taken for the first time by Mr. Wm. C. Slingsby in 1876, and not difficult for good walkers, leads past the N. side of the *Gjertvasbræ* to a low pass, and descends to the *Styggedalsbræ* and thence to the Helgedals-Sæter (see below). — Ascent of the Gjertvastind, see p. 146.

The path, now good, next leads to the (20 min.) *Gjertvand*, passes to the left of this lake, and ascends steeply, over débris and snow, to the 'Skar', and then, between the *Styggedalsnaasi* on the left and the *Ilvasnaasi* on the right, to the (3/4 hr.) **Keiseren Pass** (4920 ft.; Lapp 'Gaisa', mountain), on which lie the *Ilvand* and the snows of the *Storfond*. To the S.E., above the snow of the Styggedalstind, rises the Koldedalstind, to the N. the Fanaraak, to the W. the huge Jostedalsbræ rising above the mountains on the Lysterfjord.

The path now leads along the top of the hill, passing the pond of *Skauta*. The Horúnger, especially the mountains round the Styggedalsbotn, become conspicuous to the left. After 3/4 hr. we cross the *Helgedals-Elv*, which flows towards the W., sometimes scarcely fordable, and in 1/4 hr. more reach a bare rocky height commanding the **Styggedalsbotn* (p. 150), a huge basin of snow and ice. After 1/2 hr. we see in the 'Botn' to the left the outflow of the Styggedals Glacier, and to the right the *Steindals-Elv* coming from the Fanaraak. In front of us, about 660 ft. below, extends the broad **Helgedal,** to which the path now rapidly descends.

In 20 min. we pass, on the left, the fine *Skautefos*, formed by the confluence of the Helgedals-Elv and the Styggedals-Elv. The path then crosses the *Steindals-Elv*, usually not difficult, and leads through the wide valley, past the *Helgedals-Sæter*, to the —

Turtegrø-Sæter (p. 149), 6 1/2 hrs. from Skogadalsbøen.

23. From Bergen to Aalesund and Molde by Sea.

42 S.M. (168 Engl. M.) to *Aalesund*, 51 S.M. (204 Engl. M.) to *Molde*. These are the distances as officially reckoned, but they are greatly increased by the sinuosities of the bays and straits through which the steamers thread their course. The distances given in this route in Norwegian nautical or sea-miles are those from station to station.

STEAMERS ply almost daily to *Aalesund* in 15-18 hrs. (fares 16 kr. 80, 10 kr. 50 ø.), to *Molde* in 19-22 hrs. (fares 20 kr. 40, 12 kr. 75 ø.). Some of the steamers touch at *Aalesund* only, goingth ence direct to Christianssund and Trondhjem; others call at *Aalesund* and also at *Molde;* others again at *Florø*, *Moldø*, *Aalesund*, and *Molde;* and only a few touch at the minor intermediate stations.

Bergen, see p. 112. To the mouth of the Sognefjord, see p. 127. The *Polletind* (1740 ft.) here rises on the island of *Indre Sulen*.

To the N. of the Sognefjord the steamer skirts the district of *Søndfjord*, which with that of Nordfjord (p. 176) formed the ancient *Firdafylke*. The steamer steers between the islands of Ytre and Indre Sulen. The scenery increases in interest, and the mountain-forms show more variety. Farther on we pass the *Dalsfjord* (p. 171). To the W. lie the *Værø* and the lofty island of *Alden* (1550 ft.), known as the '*Norske Hest*', which pastures upwards of

1000 sheep. The vessel next usually passes to the W. of the high *Atleø* (2283 ft.), and steers across the *Stangfjord*, passing the promontory of *Stavnæs* and the *Stavfjord*, the entrance to the Førdefjord (p. 172). The lighthouse of *Stabbensfyr* stands on a solitary cliff to the W.

20 S.M. **Florø** *(Olsen's Hotel)* is a station of some importance, being touched at by most of the steamers. The little town is the commercial centre of the *Norddals*, *Eike*, and *Hødals* fjords.

A local steamer usually plies once weekly from Florø up the small *Eikefjord* to the station of that name, whence we may ascend towards the N. to the great glacier-region of the *Kjeipen* (4460 ft.; recently explored by Mr. Wm. C. Slingsby), the snowy heights of which are visible from the fjord.

The steamer plying from Bergen to the Nordfjord also steers from Florøen to Moldøen by a route similar to that described below, but calls at more stations. It makes connection with steamers plying on the *Gulenfjord*, which opens to the S.E. of Bremanger. From *Kjelkenæs*, on this fjord, we may row to *Rise* (quarters) and walk thence by a wild path to the N.W. of the Kjeipen (see above) to the Aalfotenfjord (p. 177).

We steer to the N. To the left lie the islands of *Skorpø* and *Aralden;* then the *Frøi-Ø*, on which lies *Kalvaag* or *Kallevaag*, a station of the Nordfjord steamers (p. 176). With the passage of the *Frøifjord*, as the strait between the mainland and the large island of *Bremanger* is called, begins one of the finest parts of the voyage. On Bremanger is *Berdle* or *Berle*, another station of the Nordfjord steamers. To the right some relief in the grey moss-grown rocks is afforded by a few high but slender waterfalls. To the left, at the N.E. angle of Bremanger, towers the huge **Hornelen** (2940 ft.), with its almost sheer cliff, ascended on the seaward side by K. Bing in 1897. This is the *Smalsorhorn* of the Saga, said to have been visited by King Olaf Tryggvason about the year 1000. The *Skatestrøm*, a strait to the N. of Hornelen, between Bremanger and the Rugsundø, is noted for the rapidity of the tide ebbing and flowing through it. The steamer crosses the mouth of the *Nordfjord*, affording a fine mountain-view, and (3 hrs. from Florø) reaches —

7 S.M. **Moldø** *(Inn of H. Friis)*, a small island between the mainland and the *Vaagsø*, the latter with hills attaining a height of 2300 ft. *Sætrenæs* (Sunde's Inn), on this island, is called at by the local steamers.

We next steer to the N. through the *Ulvesund*, a strait between the Vaagsø and the mainland, and then across the bay of *Sildegabet* ('herring's mouth') and past the islands of *Barmø* and *Seljeø*. On the latter are the ruins of a Benedictine monastery and of the shrine of the Irish *St. Sunniva*, the tutelary saint of Bergen. In former days sailing vessels had often to lie here for several weeks, awaiting a favourable wind for the circumnavigation of Stadtland.

The peninsula of **Stadtland**, round which we next steer, is a hilly plateau 28 Kil. long and 4-13 Kil. broad, stretching far into the sea like the back of a huge right hand with a long wrist. The

highest point is the *Skræatna*, rising above *Drage*, at the end of the 'wrist'. More conspicuous, however, is the *Kjærring* (1683 ft.), near the tip of the middle finger. The N. promontory is called *Staalet*. On the N.E. side rises the *Revikhorn* (1410 ft.). Stadtland is noted for the storms to which it is exposed. Even in summer the sea here is often very rough.

On the Stadtland, opposite the Seljeø, near the church and parsonage of *Hove*, lies *Selje*, a station of the Bergen and Nordfjord steamer, whence we may row up the little *Moldefjord* in 1 hr. to the gaard *Eide*. A rather steep bridle-path leads thence in 3/4 hr. (pay for 7 Kil.) over the *Mandseid* (about 500 ft.) to *Enerhougen* on the *Kjødepollen*. Then by boat in 1 hr. to (4 Kil.) —

Aahjem (good quarters at *Ravn's*, the Landhandler), situated near the church and parsonage of *Vanelven*, at the S.W. end of the *Vanelvsfjord*. Steamboat to Aalesund, by Volden, once weekly (p. 196). Carriage-road to Bryggen on the Nordfjord, see p. 176.

FROM AAHJEM TO VOLDEN (p. 196), 2 days (guide and provisions necessary). We ascend the road in the *Almklovdal* for about 8 Kil. (3 Kil. short of the gaard *Almklov*), diverge to the left, and ascend past the little lake *Storlivatn*. Fine view of the Søvdefjord from the top of the hill. We then descend past the *Kilebrekvand* to (2 hrs.) *Øvre-Berg*, the highest gaard in the *Saurdal* (820 ft.). Then down a steep road to (3/4 hr.) *Nedre-Berg* and the *Saurdalsgaarde* on the *Saurdalsvatn*, where a vehicle may be obtained. We drive in 1/2 hr. to —

Vik and the church of *Søvde*, on the **Søvdefjord**, the E. bank of which is very abrupt, while on the more level W. bank lie *Eidsaa* (station of the Aalesund and Aahjem steamer) and several other gaards. From Vik we drive up the *Norddal*, past the waterfall of *Sarpen*, to *Tverberg*, the highest gaard in the valley. Then a walk, with gnide, past several small lakes, up a steep hill, and down, with splendid view, to (3 hrs.) —

Indselsæter on the *Dalsfjord* (good quarters). Opposite lies Dale (p. 171). From Indselsæter by water to Volden about 14 Kil.

The bay to the N.E. of Stadtland is called *Vanelvsgabet*, adjoining which on the S.E. is the Vanelvsfjord (see above). The steamer passes the *Sandø*, in which is the *Dolstenshul*, a cavern about 200 ft. above the sea-level, and the large islands *Gurskø* and *Hareidland*, and sometimes calls at *Herøen*, to the N. of the Gurskø, at *Volden* (p. 196), and at *Ørstenvik* (p. 196). In 6-9 hrs. from Moldø we reach —

15 S.M. **Aalesund**, see p. 195.

The voyage from Aalesund to Molde is very fine, especially by evening-light. Beyond Aalesund we have a grand *View of the Søndmøre Alps (pp. 190-192) to the right, the fissured Jønshorn and the snow-fields of the Kolaastinder long remaining in sight. Farther on we pass the *Lepsø*, with the *Rønstadhul*, on the left. To the right is the lighthouse of *Gunaviken*. A view of the mountains to the N. of the Romsdal is now disclosed, the most conspicuous being the *Skaala* (p. 180). Finally we enjoy a panorama of the whole Romsdalsfjord. From Aalesund to Molde the large steamers take 3 1/2-4 hrs., the local steamers much longer, as they touch at many small stations.

9 S.M. **Molde**, see p. 197. — Thence to Christianssund and Trondhjem, see p. 207.

Aalesund
Geograph. Anst. von

SÖNDFJORD.

Wagner & Debes, Leipzig

Bergen 0 1 2 3 4 5 10 Kil.

5 Engl. Miles

24. From the Sognefjord to the Nordfjord.

From Vadheim to Sandene or to Utviken, 120 Kil., a two days' journey by 'skyds'. Good nightquarters are found at *Sande*, *Førde*, *Nedre Vasenden*, *Skei*, *Egge*, and *Red*. — The traffic on this route (the 'Overlandsvei') is very great, as the huge Jostedalsbræ (p. 126) prevents any other road between the Sognefjord and the Nordfjord. The first portion of the route is the least attractive, so that many travellers use the Søndfjord steamer from Bergen to *Førde*, while some prefer to drive the whole way to the Nordfjord.

The attention of walkers and riders may, however, be directed to the route from Skjolden over the *Sognefjeld* to *Reishjem* (pp. 148, 152) and thence viâ *Grotli* to *Marok* (R. 9). The passage from the *Jostedal* to the valleys of the Nordfjord is attended by many inconveniences.

Vadheim (by steamer from Bergen in 7-10 hrs., from Lærdalsøren in 9½-10 hrs., from Balholm in 3-4 hrs.), see p. 127. Conveyances usually await the arrival of the steamer.

The road gradually ascends the *Vadheimsdal*, the westernmost of the two valleys which open here, enclosed by rocks 1500-2000 ft. in height. The first gaard is *Ytre Dale*, on the left, somewhat exposed to avalanches. In winter the sun is visible here for a very short time only. The road crosses the river and ascends between the *Dregebønip* on the left and the *Fagersletnip* (2995 ft.) on the right. On a rocky height to the left lie the gaards of *Dregebø*, beyond which the road recrosses the river. It then skirts the *Lower Yxlandsvand*, and again crosses the river before reaching the dark *Upper Yxlandsvand* (430 ft.) The watershed is crossed near the gaards of *Aareberge* (535 ft.), lying in a basin to the right, on a small lake. To the N. rises the imposing Kvamshest (p. 172). Passing the gaard of *Lofald* on the right, we cross the *Gula* or *Holmedals-Elv*, and reach —

15 Kil. **Sande** (*Sivertsen's Hotel*, very fair; landlord speaks English), prettily situated in the *Indre Holmedal*, with a church and several gaards. To the S. rise the *Høgehøi* (2850 ft.), and (more distant) Dregebønip, to the W. the *Stensætfjeld* (2470 ft.), and to the N.W. the lofty *Kvandalsfjeld* (3325 ft.).

From Sande a good road leads to the W., down the left bank of the Holmedals-Elv, to (14 Kil.) the slow station of *Eidevik*, near the church of *Bøgstad* and the gaard of *Sveen* (good quarters) on the **Dalsfjord**, at which a steamer calls twice weekly (12½-13 hrs. from Bergen). The finest point on the Dalsfjord is *Dale*, on the S. bank, where the *Dalshest* (2333 ft.), the dome-shaped *Kringlen* (2435 ft.), and other mountains present a grand pictnre. — From Sveen to Langeland (p. 172), 11 Kil.

From Sande a road leads to the E., up the valley of the Holmedals-Elv, to (7 Kil.) the slow station of *Horsevik* on the pretty **Viksvand** (525 ft.), which is worthy of a visit. On an island near the N. bank is the church of *Hæstad*. From Horsevik to *Vik*, at the N.E. end of the lake, 14 Kil. (by boat). Near Vik we pass the mouth of the Eldal (p. 129) on the right. — From Vik a road leads through the *Haukedal* to (7 Kil.) *Mostadhougen* on the Haukedalsvand, whence we row to Rørvik (p. 173).

The traveller should secure a vehicle at Sande to take him to Førde, as he might otherwise be kept waiting a long time at Langeland.

Beyond Sande we pass the church on the left, and ascend rapidly to the right to the gaard of *Tunvald* at the base of the

Tunvaldfjeld. Fine retrospect. The hilly road then leads past the *Lundsgrøn* on the right to a height overlooking the mountains of the Dalsfjord (in Søndfjord); in the distance, the *Løkelandshest* (2625 ft.); nearer, the *Kvamshest* or *Store Hest* (4065 ft.), which, farther on, resembles a huge horse's head; and the wooded basin of *Lundebygden* at our feet. We next reach the gaards of *Skilbred*, on the peaty *Skilbredsvand*, whence we have an unimpeded view of the Kvamshest and the *Lille Hest* (2985 ft.) to the N.E. of it, with snow between. In clear weather these mountains are reflected in the lake. We then pass several pleasant gaards.

11 Kil. (pay for 14 in this direction) *Langeland* (unpretending accommodation) lies high above the S. end of the *Langelandsvand* (2½ Kil. long), where the road to Sveen (p. 171) and the old road to Førde (on the hilly W. bank) diverge to the left. The new road to Førde follows the E. bank of the lake and descends in windings (which walkers can avoid) into the valley of Førde and to the Førdefjord. To the left rises the *Solheimsheia* (1265 ft.); to the right we have a fine view of the *Halbrandsfos*. On arriving in the valley, our route joins a road which leads to the left to the steamer-pier on the *Førdefjord*, of which the upper bay only is visible. We turn to the right and ascend the course of the broad *Jølstra* to (about 1 Kil.) —

11 Kil. (pay in the opposite direction for 14) **Hafstad's Hotel.* A few minutes later a long bridge on the left crosses to the right bank of the river. Here, on the right, is **Sivertsen's Hotel* (R., B., or S., each 1 kr. 40 ø.; landlord speaks English). Then, on the left, the telegraph-office; and, on a moraine-hill to the right, the church of **Førde.** The broad and smiling valley is enclosed by high hills: on the N. the *Førdenip* (2825 ft.), on the E. the Viefjeld (see below), and on the S.W. the Solheimsheia (see above). Førde is the capital of the district of *Søndfjord.* The horses bred here and on other parts of the Nordfjord are said to belong to the original Norwegian 'fjord race'. The steamboat-pier is about 20 min. walk down the river.

On the **Førdefjord,** into which the Jølstra falls about 1½ Kil. below the village, a steamer plies twice weekly; to *Naustdal* on the N. bank in 1-1½ hr., to Florø (p. 169) in 5 hrs.

To the N.E. (left) opens the *Angedal*, with the *Sandfjeld* (4100 ft.) and the *Kupefjelde* (4190 ft.) rising in the background. The Nordfjord road, which we follow, ascends the well-cultivated valley of the Jølstra on its left bank and passes numerous gaards. Fine view of the broad *Brelandsfos*. On the opposite bank rises the *Viefjeld* (2210 ft.). About 6 Kil. from Førde the long *Farsundebro* carries us across the lower end of the *Movatten* (75 ft.), a small lake through which the Jølstra flows. The road then skirts the N. bank of this lake, at the foot of the Viefjeld. On the S. bank lie several gaards. At the head of the lake, on the right, is the agricultural school ('Landbrugsskole') of *Mo*, beyond which is seen the fine *Huldrefos*. Beautiful pine-wood. About 5 Kil. from the Farsundebro a road diverges to the right to Holsen.

The road to Holsen (no skyds) crosses the *Jølstra* and leads a little to the N. of the *Aasenvand* and along the N. bank of the *Holsenvand* (410 ft.). To the church of *Holsen* about 9 Kil. — The road goes on, over the *Rørvikfjeld* and past the *Rørvik Sætre*, to the gaard of *Rørvik* on the **Haukedalsvand** (863 ft.), at the N.E. end of which, about 15 Kil. from Holsen, is the church of *Haukedal*. The road ends at the gaard of **Grøning** (1090 ft.; quarters), 4-5 Kil. farther up the valley. Thence to Balholm on the Sognefjord, see p. 129. — A grand but rough route, fording several brooks, ascends the *Grøndal*, with a view of the *Grovebræ* on the left and the *Jostedalsbræ* on the right, to the *Søknesandsskar*, and descends to Søknesand (see below).

Beautiful scenery. The green wooded valley is backed by fjelds to the E. and N.E. The rapid stream affords trout-fishing.

19 Kil. **Nedre Vasenden** (**Nielsen's Hotel*, moderate), lies at the W. end of the Jølstervand, out of which the *Jølstra* flows in a series of rapids (seen from the bridge close to the station).

The pretty ***Jølstervand** (670 ft.), 23 Kil. long from S.W. to N.E., is traversed several times daily by a small steamer (2 hrs., fare 2 kr.). Both banks are studded with gaards, most of them on the 'Solside', or N. side. The lake contains excellent trout. The road on the N. bank skirts the base of the *Jygrafjeld*, passes the gaards of *Sviddal* at the mouth of the little *Bergsdal*, and leads through the fertile *Aalhusbygd*, with the church of *Aalhus* or *Jølster*.

On the S. side of the lake, called 'Nordside' by the natives because facing the N., rise the *Sanddalsfjeld*, the *Klana*, the *Orken*, and the *Sadelegg*. Above these peep at intervals the *Grovebræ* and the Jostedalsbræ. By the gaards of *Myklebostad* are several pretty waterfalls.

To the left, at the E. base of the *Bjørsætfjeld* (3314 ft.), which the road skirts, lies the skyds-station of *Aardal* or *Ordal*. Farther on is the church of *Helgheim*.

On the right opens a bay called the *Kjøsnæsfjord* (10 Kil. long), backed by the blue-green *Glacier of Lunde*. To the N. of the Kjøsnæsfjord rises the *Bjørga* (5510 ft.), and to the S. the *Søknesandsnipa* (4965 ft.).

At the E. end of the Kjøsnæsfjord lie the gaards of *Søknesand* and *Lunde* (poor quarters at both), whence, with a guide, we may cross to the Grøndal to the S. and go on to Sværen (p. 129), or we may cross the Jostedalsbræ to the S.E. to *Fjærland* (p. 129). The latter forms an attractive and (for adepts) not over-difficult passage to the middle Sognefjord (comp. p. 130; to the Lundeskar 2½, to the glacier 1, across it 1½, to the Bøjum-Sæter 2¼, to Fjærland 2 hrs.).

At the head of the Jølstervand lies (22 Kil. from Nedre Vasenden) —

Skei (**Hôtel Skei*, owned by O. Andersen and T. Gabrielsen, R., B., or S. 1 kr. 40 ø. each; Engl. Ch. Serv. in July & Aug.). Skei is not a skyds-station, but conveyances are always to be had.

Two routes lead hence to the Nordfjord: one by the Bredheimsvand to Sandene on the Gloppenfjord (35 Kil.), the other the ordinary skyds-road by Egge to Utviken (34 Kil., to Sandene 40 Kil.). Both routes are picturesque. Beyond Egge the second route

is extremely hilly, so that it is seldom chosen except by walkers, who use vehicles merely for the transport of their baggage (p. xxiv).

From Skei to Sandene (35 Kil.). Just beyond Skei the road crosses a hill, the watershed between the Jølstervand and the Bredheimsvand, and passes the small *Føglevand* and *Skredevand*. On the right is the *Fosheimsfos*, descending from the Bjørga.

At the S. end of the *Bolsætvand*, a little more than 3 Kil. from Skei, the road divides. The branch to the left leads past the W. bank of the Bolsætvand to the Bredheimsvand, that to the right (see below) past the E. bank to Egge. Taking the former road, we descend by the *Stor-Elv*, through picturesque, hilly scenery, and cross the stream on this side of and beyond the little *Paulsvand*. On the W. the *Skjorta* ('shirt'; 5663 ft.) is conspicuous. Later, on the right, is the precipice of *Kupenaava*, with its stony débris.

9 Kil. *Førde i Bredheim* (fast station, poor) lies near the *Førdefjord*, the S. bay of the ***Bredheimsvand**, *Breimsvand*, or *Breumsvand* (207 ft.; 896 ft. deep), a grand and sombre Alpine lake, about 16 Kil. long, enclosed by imposing mountains. The road ends here, by a lofty old moraine. From this point we go on by rowing-boat ('boat-skyds'). On the left rises the rocky Skjorta, with the *Gamledalsfos;* on the right is the precipice of the *Svenskenipa* (4770 ft.). Beyond the *Myklandsdal* (left) and the *Ordal* (right) the view becomes more open. To the N., in the background, rises the *Dunegg* (3650 ft.). Farther on we skirt the rocks on the right, while the *Skarstenfjeld* rises to the left. Then the *Næsdal*, on the left, with several gaards. Nearing Red, we pass the mouth of the *Vaatedals-Elv*, and see four offshoots of the Jostedalsbræ at the head of the *Bredheimsdal*. We leave the boat at —

12 Kil. **Red** or *Re* (*Hôtel Gordon*, well spoken of; *Hôtel Victoria*, opposite), which lies picturesquely on the E. bank of the Bredheimsvand, near the church of *Bredheim*.

A road leads from Red up the fertile Bredheimsdal to *Moldestad* (p. 175; about 5 Kil.), on the road to Utviken.

The lower part of the Bredheimsvand is less interesting. We now drive on the E. bank to (6 Kil.) *Vasenden*, the 'end of the water', and cross the 'Eid' or isthmus (256 ft.), through a pretty wooded valley, passing the *Eidsfos*, to (6 Kil.) —

14 Kil. **Sandene**, on the *Gloppenfjord* (p. 177), a station of the Nordfjord steamers (to Faleide, $3^1/_2$-4 hrs.).

From Skei to Utviken (ca. 40 Kil.). To the *Bolsætvand* ($3^1/_4$ Kil.), see above. The road ascends on the E. bank of the small lake and crosses a hill to the *Stardal*, at the head of which appears the huge Jostedalsbræ. Beyond the former skyds-station of *Klagegg* (741 ft.; 5 Kil. from Skei) the road divides, the left branch leading to Egge, the right to Aamot in the Stardal.

From Klagegg the road in the Stardal ascends past the gaards of *Grebstad* and *Befring* to (about 10 Kil.) **Aamot** (tolerable quarters at *Tolleif*

Aamot's; guides always on hand), the starting-point of several grand passes across the JOSTEDALSBRÆ (guides, *Ole Tolleifsen Aamot*, *Elling S. Aamot*, *Peder K. Navnløs;* rope necessary): — (1) Over the *Oldenskar* (6133 ft.) to the Oldenvand (p. 179), 7-8 hrs. (2½ to the foot of the Aamot Glacier, 2½ over unpleasant 'Ur' to the highest point, and a very steep and fatiguing descent of 2½ more, with fine views, to *Mælkevold* and *Rustøen*, p. 180). This interesting excursion, which is often made by ladies, is not difficult in good weather. — (2) To the *Austerdalsbræ*, and then down to *Nordre Næs* (10-12 hrs.), comp. p. 137.

The road to Egge turns to the left into the narrow **Vaatedal,** flanked with high mountains, and descends the valley. On the right rises the *Hægheimsfjeld*, on the left the *Svenskenipa* (p. 174). The road crosses to the right bank. The valley expands. On the right towers the conical *Eggenibba* (5250 ft.), which may be ascended from Egge (6-7 hrs.; bridle-path to the Egge-Sæter, halfway).

14 Kil. **Egge i Vaatedalen** (558 ft.; **Hotel Egge;* the landlord, G. Kristensen, speaks English).

We now skirt the E. side of the *Bergemsvand* (470 ft.). On the left rises the *Raadfjeld*, on the right the *Vora*. Beyond the gaards of *Bergem* the road crosses a brook issuing from the Sanddalsvand on the right and divides: to the left it descends to Red (11 Kil. from Egge; p. 174); to the right it ascends to —

Moldestad (about 7 Kil. from Egge), where another road comes up from Red on the left, and whence a road leads to the E. to Fosheim and Myklebostad. Beautiful retrospect of the Eggenibba.

To *Fosheim* 5 Kil., and thence past the *Sanddalsvand* to *Myklebostad* nearly 4 Kil. more. From Fosheim a fine glacier-pass leads past the Store Ceciliekrona to Olden (p. 179). From Myklebostad we may ascend the *Snenipa* (6063 ft.).

The road to Utviken now crosses a high hill which separates the Bredheimsvand from the Invikfjord, and first ascends and then descends so steeply that walking is faster than driving (from Moldestad to Utviken 3½-4 hrs.).

The road ascends between the *Skavlevægge* on the right and the *Fællefjeld* on the left. As we ascend, a view to the right is gradually disclosed of the vast snow-expanses of the *Gjetenyk* (5823 ft.). At the top of the ascent we reach a plateau of moor (2074 ft.), where the road undulates considerably, passing numerous boggy ponds and glacier-blocks. To the S.W. we have a final retrospect of the Skarstenfjeld (p. 174), with its sharply defined outline. On the N. margin of the plateau we at last come in sight of the Invikfjord far below, commanded on the N. by the Laudalstinder, the Storhorn with its large glacier, and the Hornindalsrokken. The descent is rapid at first and afterwards in gradual windings, which the walker may avoid by easily-followed short-cuts. The *Stor-Elv*, which descends in numerous falls on the right, turns several mills at Utviken.

20 Kil. (pay for 26) **Verlo i Utviken,** a station of the Nordfjord steamer (see p. 178).

25. The Nordfjord. Oldendal, Loendal, Strynsdal.

Steamers (not all with separate staterooms) from Bergen to *Faleide* thrice a week in 21-36 hrs. (fare 14 kr. 80 ø.); thence to *Visnæs* 1/2 hr. more (15 kr. 30 ø.); to *Loen* 1 hr. beyond Visnæs (15 kr. 60 ø.); and to *Olden* 1 hr. more (15 kr. 60 ø.). A local steamer also plies five times weekly from *Sandene* (Gloppen) to *Utviken*, *Faleide*, *Stryn*, *Olden*, and *Loen*.

The long sea-voyage from Bergen to the Nordfjord can hardly be recommended. Mostt ravellers will probably steam from *Sandene* (pp. 174, 177) or from *Utviken* (p. 177) direct to *Faleide* or (better) to *Visnæs*, *Loen*, or *Olden* (pp. 178, 179); make excursions in the Loendal or the Oldendal; and continue their journey through the Strynsdal and Videdal (R. 26).

The ***Nordfjord*, running parallel with the Sognefjord, one degree of latitude farther to the N., but scarcely half the length (50 M.), extends inland to the N.W. slope of the *Jostedalsbræ* (p. 125). In this case also the finest scenery is to be found in the inmost recesses of the fjord, here of unusual grandeur and picturesqueness. No grander combination exists of wide expanses of water with mighty mountains and extensive glaciers. Nowhere are the peculiar charms of Norwegian scenery, as contrasted with the finest Alpine panoramas, more adequately illustrated. Different parts of the fjord have different names. The name 'Nordfjord' formerly applied to the N. part of the Nordre Bergenhus Amt, but is now generally given to the fjord also. The number of visitors has greatly increased in recent years.

Steamer from Bergen to *Moldø* (13 1/2-15 hrs.), see pp. 168, 169. The steamer then retraces its course and steers to the E. between *Vemelsvik* and *Gangsø* into the **Nordfjord.** The first station is *Rugsund*, on the S. side, opposite the *Rugsundsø*.

From the next station *Bryggen*, on the N. bank, a road leads over the *Maurstadeid* (2080 ft.) to Aahjem on the Vanelvsfjord (20 Kil.; p. 170). — We next call at *Haugs* or *Haus* in the *Daviksfjord*, also on the N. bank; at *Davik*, in a pretty bay of the S. bank, once the residence of the poet Claus Frimann (d. 1829); and at *Domsten* or *Dombesten*. Splendid view to the S. of the *Aalfotbræ*.

The fjord now forks into the Isfjord to the S.E. (p. 177) and the **Eidsfjord** to the N.E., where the steamer touches at *Starheim*, *Naustdal* or *Nøstdal*, and (5 1/2 hrs. from Moldø) —

Nordfjordeid, a large place with a church, post-office, and bank. About 1 M. from the pier is **Boaths Enke's Hotel*, often wholly occupied by English salmon-fishers. — From Nordfjordeid a road ascends the valley to *Nor* or *Nord* (7 Kil.), on the **Hornindalsvand,** the geological continuation of the Eidsfjord, and 184 ft. higher, while its depth extends to 1310 ft. below the sea-level. Its lofty banks are partly wooded. From Nor a steamer plies thrice weekly in 3 1/2-4 hrs. to *Grodaas* (p. 187).

From Nordfjordeid to Volden (p. 196), 46 Kil. A road leads to the W. along the Eidsfjord to a bifurcation, whence the road to the left leads to Naustdal (see above), and that to the right to (15 Kil.) the slow

NORDFJORD & SYDL. SÖNDMÖRE
Ålesund
Osten 3° for Paris
Tarberg
Hids-
Hidereggen
Helland
Sandö
Sandane
Gur
Vanelvsgabet
Vanelvsfjord
Staalet
Frejanäs
Kvamsö
Larsnäs
Kjärringen
Ervik
Stadt-
landet
Dalsbö
Hoddevik
Furustaven
Furenäs
Lekanger
Drage
Fure
Sildegabet
Skaar Fj.
Skongsnäs Fyr
Krokenäs
Melnaken
Vedviken
Refviken
Vaagsö
Kvalhejnsvik
Färestrand
Barmen
Sandviken
Skorge V.
Myklebostad
Nordpollen
Stromtangen
Bryggen
Husevaag
Husevaagö
Nordfj.
Rugsund
Rugsundö
Daviken
Davikfj.
Daviknäs
Bremanger
Bremangerfjord
Hornelen
915
Fugloy
Kartskar Fj.
Storetröen
954
Dombesten Fj.
Fröjen
Nordgulen
Midtgulen
Gulen
Rikel Fj.
Kjeppen
1359
Moretaarnet
1290
Aalfot
1637
Fördesdal
St. Fördes V.
Snenibben
Stemniken
Hjelmen
1217
Lange V.
Vingen
Hovden
Storebotn V.
Grøndalen
Lassemyr
Store Viken
Wagner & Debes, Leipzig.
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Aalesund
Sjøholt (Ørskog)
Vartdals Fj.
Vartdal
Ringstad
Molaups Fj.
Drablös
Velle
Hole
Strønden
Norddalsfjord
Overaa
Linge
Björdalen
Vasdals V.
Saudehorn
Sölvkallen
Trandal
Rødningen
Sylte
Stranda
Ørsten
Follestad
Grötdalstind
Urundfjord
Mele
Storhorn
Kvistad St.
Sunnylvsfjord
VOLDEN
Hoggen
Koppe Fj.
Ullelands
Voldenfjord
Drublös
Rødsät
Bakkedals
Bisenaase
Viddal
Urbakken
Geiranger
Blaahorn
Hellesylt
Tryggestad
Tronstad
Dalsfjord
Dale
Matäsken
Kile
Blej Fj.
Stor Fjellen
Øste Fj.
Øjornesät
Botnen
Engeberg
Sunddal
Kviven
Felden
Fannen
Toren
Birkedals
Birkedal Vand
Skarhorn
Kirke Fj.
Jura
Lien Fj.
Kjelstad
Hornindal
Kviteggen
Lösäthorn
Saaten
Hjalmelands
Kongsvik
Gradaus
Stolten Fj.
Fedalsnibb
Strynsvand
Glomnes
Hornindalsv.
Grimsli
Vedvik
Aasebøstøl
Rongnæs
Langeld
Nordfj. Eid
Myklebustad
Skogsätet
Glittereggen
Holme Fj.
Rødberg
Tejgen
Langesäter
Visnæs
Aarhejms
Lo Fj.
Loen
Ophejm
Skaala
Sandenib
Erdalen
Torhejm
Hundviks Fj.
Utfjord
Lotsberg
Kopland
Kvitenæs
Skjæringen
Invikfjord
Indvik
Hildehalsen
Skarsten
Lökenfos
Oldevand
Loenvand
Gloppen Fj.
Molrem
Frøjsäter
Verejd (Gloppen)
Øvrene
Svinestrand
Duneggen
Blaa Fj.
Bødalen
Bødals Fj.
Lodalskaup
Gjegnet
Kleppenæs
Osmundnæs
Gimmestad
Sandene
Vetes
Bredhejm
Moldestad
Skjei
Nyken
Store Cecilien-krona
Storlaugpik
Sunde
Gjerde
Gjerdeaksten
Neslenibben
Kjendalskona
Jostedals Brä
Hyen
Seseggen
Storeskarsegg
Visdalseggen
Lange-dals V.
Fajestad
Bredhejms V.
Sandals
Vora
Bergems
Myklebostad
Snenipa
Yrtnibben
Hejmsdal
Kvamme
Augsburgnibba
Briksdal
Briksdals Brä
Ormeldal
Vasli V.
Skarsten
Ruad Fj.
Egge
Norske Mile
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4 8 12 16 20

station of *Smørdalen*. Fine view of the Gjegnabræ (see below) behind us. The road crosses the pass (1640 ft) and descends rapidly to (11 Kil., pay for 13) the slow station of *Søndre Birkedal*, on the lake of that name, with picturesque rocky environs. Then, past *Kile*, to the (10 Kil.) slow station of *Strømshavn*, on the *Kilefjord*, the S.W. bay of the Voldenfjord, and by boat across the fjord to (10 Kil.) Volden.

From Søndre Birkedal an interesting path ascends the *Laurdal* and crosses the fjeld to the Dalsfjord. On the way we may ascend the *Felden (4293 ft.) for the sake of a grand mountain and glacier view, in which case the whole route takes 8-10 hrs. (with guide). We descend to *Indre Dale*, opposite Indselsæter (p. 170), on the *Dalsfjord*, an arm of the Voldenfjord. Thence to Volden by boat about 14 Kil.

Returning to the entrance of the Eidsfjord, the steamer rounds the promontory of *Havnnæs* and enters the **Isfjord**. Beyond the promontory of *Askevik* we enter the *Aalfotfjord*, where the steamer calls at *Aalfot*. To the S. of the Isfjord we see the **Øksendalsstrenge*, the discharges of the *Aalfotbræ* and the *Gjegnabræ*, which descend in fine cascades from the *Vestre* and *Østre Øksendal*. We approach quite close to these falls in leaving the Aalfotfjord. Farther on we pass the mighty *Skjæring* (4075 ft.), with the solitary farm of *Skjeistrand*. The fjord here is called the **Hundviksfjord**. We cross the mouth of the *Hyefjord*, which cuts deep into the S. bank (view of the Gjegnabræ), to the station *Hestnæsøren* (quarters at the post-office). Some of the steamers go on to *Hyen*, at the S. end of the fjord.

In the Hyefjord, opposite Hestnæsøren, opens the **Skjærdal**, a grand valley, through which we may proceed past the *Heimestøl* to the *Gjegnabræ*. The *Svartevandstind* and the *Gjegnet* (5650 ft.), two splendid points of view, may be ascended. The descent may be made to the *Øksendal*, or to the S. to *Hope*, near the S. end of the Hyefjord (guide and rope necessary). — Other good opportunities for glacier-excursions are afforded by the *Bukkenipa* (5250 ft.) and the *Storhest*, to the W. of the Øksendal, and by the *Marietind* and *Sagen*, to the W. of the *Aalfotbræ*.

The steamer now steers round the *Kvitenæs* and enters the attractive **Gloppenfjord**, the W. side of which is flanked by lofty mountains, some clad with snow. In this fjord are *Ryg* and the church of *Gimmestad* on the W. bank, and the church of *Gloppen* on the E. bank. We next reach ($3^1/_2$-4 hrs. from Nordfjordeid) —

Sandene (**Hot. Gloppen*, 5 min. from the pier, English spoken; **K. G. Sivertsen's Hotel*, 5 min. farther on, R. 1 kr. 40, B. 1 kr. 20 ø.; Engl. Ch. Serv. in July & Aug.), charmingly situated at the S.E. end of the fjord. Beautiful walks and good trout-fishing near. Steamers ply to Bergen thrice weekly and to Faleide and Visnæs every weekday. — Road from Sandene to the Bredheimsvand, see p. 174.

We return to the main fjord, here called **Utfjord**. The hills are prettily wooded and dotted with farms. Fine retrospect of the glacier-sheathed Gjegnet (see above) to the S.W. Stations: *Rysfjæren*, on the S. bank, and *Rand*, on the N. bank. On the N. bank, a little farther on, is a fine waterfall. The fjord is now called the **Invikfjord**. Numerous gaards are seen on the green slopes of the **N.** bank. To the E. we have a view of the glaciers of the Store Cecilienkrona and Grytereidsnib. In $3^1/_2$ hrs. after leaving Sandene we reach —

Verlo i Utviken (**Hôtel Britannia*, kept by Landhandler Loen, R. & B. 1 kr. 20 ø. each, D. 1 kr. 80 ø.), a pretty, scattered village with a church. The road from Egge (p. 175) ends here. It is also a station of the Bergen and Nordfjord steamers. The fjord now turns sharply to the N. On the left rises the *Sølvbjergfjeld*, with several gaards on its slopes. On the right, in a beautiful bay, lies the steamboat-station *Indviken* (no inn), with its church, at the mouth of the wild *Prœstedal*, which is flanked by the *Skarstenfjeld* (5384 ft.), on the N., and the *Størlaugpig* (5544 ft.; both easy and interesting ascents), on the S. We next steer round the promontory of *Hildehalsen*, where the fjord again turns to the E., to —

Faleide (**Tenden's Hotel*, three houses; landlord speaks English; Engl. Ch. Serv. in July & Aug.), an admirable centre for excursions, but often crowded in summer.

Excursions. To the E., by the new road (p. 187), to the gaard *Svarvestad* and up to the gaard of *Lange-Sæter* (about 800 ft.), on the lake of that name, abounding in fish. Or from Svarvestad we may follow the fjord, viâ *Lunde* and *Toning*, to (9 Kil.) Visnæs (see below; skyds 1 kr. 52, for 2 pers. 2 kr. 30 ø.). Row to *Indviken*, and walk thence into the *Prœstedal* (see above) or ascend the *Skarstenfjeld* (see above; 4-5 hrs.; notable view). Row in 1½ hr. to *Rake* and ascend the *Opheimsfjeld* (see below). Visit the grand glacier-valleys of *Loen*, *Olden*, and *Stryn* (see pp. 179 et seq.).

At Faleide the fjord is superb. Beyond it towers the castellated *Aarheimsfjeld* (2018 ft.), at the foot of which opens the *Strynsdal*. At the mouth of this valley lies the steamboat-station —

Visnæs (**Hôtel Central*, kept by Peter Tenden, also a skyds station, D., with coffee, 2 kr.; **Visnæs Hotel*, a good house of its class, English spoken, both at the pier; *Hot. Wiig*, in *Toning*, on the road to Faleide, 1 M. from the pier, beyond the bridge over the Stryns-Elv), the starting-point for the Strynsdal and the Videdal (p. 182). Boat to Loen or Olden with two, three, or four rowers, 2 kr. 80 ø., 4 kr., 5 kr. 60 ø.

In the distance, a little to the right of the Aarheimsfjeld, are the *Skaala* (6360 ft.; 'bowl'), with its glacier-basin, and the Sandenib (p. 181); nearer rises the Auflemsfjeld (see below), which separates the Loendal from the Oldendal. To the right, behind the Auflemsfjeld, appears later the Melheimsnib (p. 181). To the S. we look up the Oldendal, with the Store Cecilienkrona (W.; p. 179) and the Ravnefjeldsbræ (E.). On the N. bank rises the *Opheimsfjeld*, a splendid point of view (ascent from the gaard *Rake*, 2 hrs.).

Loen (**Hôtel Alexandra*, two large houses; Engl. Ch. Serv. in July & Aug.), with a small church, at the mouth of the Loendal (p. 180), bounded by the *Lafjeld* (N.) and the *Auflemsfjeld* (S.; 5090 ft.). — The Bergen steamers have a pier here, but the local steamers land their passengers in small boats (10 ø.). The latter, and also some of the Bergen boats, do not call here till after calling at Olden.

The voyage from Loen to Olden takes ½ hr., from Visnæs ¾ hr. The smaller steamers land at Olden also by small boat (10 ø.).

Olden, or *Oldøren* (**Yri's Hotel*, ¼ M. from the boat-landing

and $^3/_4$ M. from the pier of the Bergen steamers, R., B., or S. 1 kr. 20 ø., D. 2 kr.; English spoken; Engl. Ch. Serv. in summer), lies at the mouth of the beautiful *Oldendal*, and is a good centre for excursions. To the right we see the Store Cecilienkrona and the Bennæs-Klaaven, to the left the Synsnib and the Melheimsnib (comp. below).

Excursions to the Oldendal, Loendal, and Strynsdal.

The three valleys *Oldendal*, *Loendal*, and *Strynsdal*, to the S.E. and E. of the Invikfjord, extend into the heart of the Norwegian Fjeld, and to the Jostedalsbræ (p. 126). Each of these valleys is occupied by a lake, 11-16 Kil. long, formed by an ancient moraine or rocky ridge *(Eid)*, which separates it from the fjord. All three lakes, but especially those in the Oldendal and Loendal, are enclosed by huge precipices rising to 5000 ft., over which tower peaks to a height of 1000-1500 ft. more. From these descend glaciers on every side. The abundance of trout and salmon attracts many anglers. — GUIDES are not necessary except for the glaciers. The best are said to be *Anders E. Brigsdal*, *Rasmus R. Aabrekke*, *Lars Jonssen Batalden*, and *Halstein Muri* of Olden, *Thor Antonsen Greidung* of Opstryn, the two *Næsdals* (p. 181), and *J. J. Myklebostad* (p. 180).

1. *EXCURSION TO THE OLDENDAL (there and back, 8-10 hrs.).

Olden, see p. 178. The road to Eide (5 Kil., a pleasant walk of 1 hr.; stolkjærre $1^1/_2$ kr.) ascends along the milky stream, with continuous view of the snow-clad Store Cecilienkrona (see below), passes (25 min.) the *Løkenfos*, and crosses the river. It then skirts the W. side of the pretty *Floenvand* to (25 min.) the six gaards of —

Eide, at the N. end of the ***Oldenvand** (120 ft.), 11 Kil. long and barely 1 Kil. broad, enclosed by precipitous rocks. Two steam launches, the 'Brixdal' and 'Victoria' ($1^1/_2$ kr., there and back $2^1/_2$ kr.), make the passage in 1-$1^1/_4$ hr. A rowing-boat to the head of the lake and back, with two rowers, costs 5 kr. and takes 2 hrs.

On the left, soon after starting, we see the gaard of *Sandnæs*, and on the right an ancient moraine with the gaard of *Bennæs*, above which rises the *Bennæs-Klaaven*. Waterfalls on every side. To the right rise the huge precipices of the *Store Cecilienkrona* (5625 ft.; ascent fairly easy, guide 6 kr.). To the left, by the side of torrents, lie the gaards of *Haahjem*, *Strand*, and *Gjerde*. To the S. the lake appears walled in by the *Synsnib*, but on nearing Sunde we see through an opening to the right the *Grytereidsnib* (5615 ft.) and the *Yrinib* with two glaciers. — The strait of **Sunde* has been formed by the deposits of two streams descending on the left from the *Sundebræ*, between the *Gjerdeaxele* (6420 ft.) and the *Neslenib* (4860 ft.). On the same bank are the gaards of *Sunde*. A strong current flows through this narrow strait. On rounding the sombre steeps of the Synsnib, we obtain a magnificent **View of the S. half of the lake, which here expands a little. The Mælkevoldsbræ, a huge and imposing glacier, seems to descend to the head of the lake. To the right towers the Yrinib, with its waterfalls, and at its base lie the gaards of *Bak-Yri* and *Indre-Yri*. At the end of the lake is the *Rustøfjeld*, with its waterfall. On the left is the precipice of the *Kvamfjeld*, with several other cascades. We land at —

Rustøen (rfmts. at the guide *Jakob Jenssøn Myklebostad's;* cariole to the Brigsdal, about 5 Kil., 2, stolkjærre 3 kr.). A good road leads across swampy alluvial lands, passing (10 min.) the gaards of *Kvamme*, to (1/2 hr.) *Mælkevold*. To the left, above us, is the *Aabrekkebræ*, enclosed by two rocky heights and taking its name from the gaards visible beyond Mælkevold. Also to the left is the Brigsdalsbræ. At the head of the valley is the beautiful *Mælkevoldsbræ*, imbedded between the *Kattenak* and the *Middagsnib*. To the right of the glacier is the pretty twin fall of the *Vaalefos*.

From Mælkevold to Aamot, a fine fjeld-pass of 7-8 hrs. (with guide), ee p. 175.

The road ascends over 'Ur' and in 25 min. crosses the river at the confluence of the streams descending from the Vaalefos and the *Brigsdal* (l.). In 10 min. more we reach *Gaard Brigsdal* (490 ft.; poor inn, bottle of beer 50 ø.), where the road ends.

A footpath on the right bank of the *Brigsdals-Elv* ascends to the (1/2 hr.) *Waterfall* of that stream, and to a higher zone of the valley, where we obtain a striking view of the ***Brigsdalsbræ**, the blue ice-waves of which tower above birch and alder thickets. Our route leads through the wood to (20 min.) the foot of the glacier (1000 ft.), containing a superb ice-cavern, from which the stream issues. Another glacier, from which waterfalls and occasionally blocks of ice descend, is seen high up to the S.

The Brigdalsbræ is very steep and was ascended for the first time in 1895 by K. Bing (p. 113), with the guide Rasmus Rasmussen Aabrekke (to the top, 9 hrs.).

2. ****Excursion to the Loendal** (7 hrs., there and back). Previous enquiry should be made as to the condition of the path on the Kjendalssand (comp. p. 181). After much wet weather the expedition should be abandoned.

Loen, see p. 178. The road to the Loenvand (stolkjærre 1 kr.; a pleasant walk) ascends on the right bank of the torrent. We follow the main road, which trends to the right. The landscape, with its trees, shrubs, and green meadows, looks like a park. Above it tower great mountains, partly snow-clad. The road crosses the stream coming down from the *Tjugedal* on the left. The Loendals-Elv forms the *Haugfos*, a fall of horseshoe shape.

A sæter-path follows the Tjugedal to the *Tjugedals-Sæter* and thence ascends (steep) over 'Ur' to the top of the pass. On the other side we descend at first over snow and then by a path to the church of *Opstryn* (p. 182; 5-6 hrs. in all). — From the Tjugedals-Sæter the **Skaala** (p. 178) may be ascended in 3 hrs. (from Loen and back 8-9 hrs.). At the top is a dilapidated stone hut.

In 25 min. from Loen if driving, in 3/4 hr. if on foot, we reach — *Vasénden*, at the N. end of the ***Loenvand**, an Alpine lake in the grandest style, 12 Kil. long. It is traversed by the poor steam launch 'Lodølen' (return-fare 2 kr.), which starts at 11.30 a.m. and takes 1 hr. to reach the head of the lake. A rowing-boat (there and back 5 1/2 kr., with two rowers) takes about twice as long.

Soon after starting we are in full view of the whole lake. On the left, above the gaard of *Sande*, rises the *Sandenib* (5425 ft.); on the right are the *Auflemsfjeld* and the *Melheimsnib* (5428 ft.). From all the mountains, especially from the *Ravnefjeld* (6575 ft.) on the right, descend large glaciers, all, however, ending high above the lake. At the *Brengsnæs-Sæter*, on the left, a lofty waterfall descends from the Skaalebræ (see below). On the W. side of the lake is the huge *Hellesæterbræ*, terminating abruptly at a height of about 3900 ft., from which numerous streams and (in hot weather) ice-avalanches fall, spreading out below like a fan. On the E. bank are the gaard of *Hogrending* and a waterfall coming from the *Ostendalsbræ*. The W. bank is uninhabited. On the E. rises the *Kværnhusfjeld* (5700 ft.), with the gaard of *Rødi* at its foot. To the W. is the serrated *Ravnefjeld* (6575 ft.), the base of which we skirt towards the S. On the left we look up the *Bødal*, with its gaard, backed by the *Skaalfjeld* with the *Skaalebræ*.

From the gaard of Bødal we may visit the *Bødals-Sæter* and the adjacent *Bødalsbræ* (1½-2 hrs.). Sleeping at the sæter, we may ascend the *Lodalskaupe* (6790 ft.; 8-10 hrs.; p. 141), bringing a guide from Loen.

The lake contracts to a strait. In front of us towers the *Nonsnib*, rising sheer to the overwhelming height of over 6000 ft. To the right, in front of it, opens the *Kvandal* or *Næsdal*, with its glacier, adjoining which is the *Utigardsfos*, a waterfall 2000 ft. high, descending from the glaciers of the Ravnefjeld. Passing through a bend of the lake, we enter the impressive ***Basin of Næsdal**, bounded by the Ravnefjeld on the W., the Nonsnib on the S., and the Bødalsfjeld on the E. Between the last two peep the *Kronebræ* and the *Kjendalskrona* (5995 ft.). The grandeur of the scenery here is unequalled in S. Norway. On the alluvial land at the mouth of the *Kvandals-Elv*, the outflow of the Kvandalsbræ, lie the turf-roofed gaards of *Næsdal*. At the landing-place is the fair inn of *Joh. Andersen*, at which dinner (2 kr.) may be ordered against our return. The steam-launch starts again at 4 p. m.

A tolerable path, leading first over marshy ground, ascends the valley viâ the *Kjendalssand*. (In wet weather this route is impassable; the long and highly uncomfortable route round the base of the W. mountain should be absolutely avoided.) After about ¾ hr. suddenly appears the ***Kjendalsbræ**, on which waterfalls descend from the right. In ½ hr. more, crossing part of the glacier-stream on stepping-stones, we reach the glacier. The stream issues from a magnificent vault of blue ice. It is dangerous to walk on the glacier, or even to go too near it, on account of the falling stones.

From Næsdal (tolerable quarters at *Jacob Næsdal's*) across the *Jostedalsbræ* to the *Jostedal*, a grand expedition of about 15 hrs. (comp. p. 141). Guides, *Jacob* and *Simon Næsdal*.

3. ****A Visit to the Strynsdal and the Videdal** is now, since the completion of the Videdal road (p. 183), made almost exclusively on the way to or from Grotlid (Geiranger, Gudbrandsdal). It also

forms, in conjunction with a drive to a point above Skaare (p. 184), a fine day's excursion from Visnæs or Faleide (10-11 hrs.).

Visnæs, see p. 178. The road (not recommended for walking) crosses the *Stryns-Elv*, on the right bank of which the routes to Faleide-Hellesylt (to the left, viâ Toning, p. 178) and to Stryn diverge from each other. Our road ascends to the E. viâ *Ytre Eide* (waterfall), the church of *Nedstryn* (right), and the gaards of *Gjørven* and *Øvre Eide*. On the other bank stands a house erected by the English anglers who hold the lease of the fishing. Farther on we skirt the *Nedre Floden*, the lower arm of the Strynsvand; to the left of the road is a large 'giant's cauldron' or pot-hole (p. 283). The huge mountain ahead is the Flofjeld, with the Rindalshorn; to the right is the Brækkefjeld, with a large snow-field. In 1¼ hr. after leaving Visnæs we cross to the S. bank of the lake and reach —

11 Kil. **Mindre Sunde** *(Hot. Mindre Sunde)*, the starting-point of the steam-launch 'Frithjof Nansen', which crosses once or twice daily to (13 Kil.) Hjelle in 1¼ hr. (fare 1 kr. 25 ø.). Sunde is not a skyds-station, but small boats may generally be procured for Hjelle (2¼-2½ hrs.; boat with two rowers 3 kr. 64 ø., with three rowers 5 kr. 20 ø., and gratuity). Carriages may also be had here for driving back to Visnæs. — The skyds-station is 3 Kil. farther to the E., at *Bergstad* or *Meland* (Hot. Victoria).

The ***Strynsvand** or **Opstrynsvand** (80ft.), the largest of the three Alpine lakes to the E. of the Nordfjord, is not less imposing than the Oldenvand and Loenvand, and even surpasses them in variety. It is 16 Kil. long and at first is narrow. The *Store Sundfos* descends on the left. To the right is the gaard of *Dispen*, below the glacier of the same name. In front the scene is closed by the Flofjeld, behind by the sharp Kirkenibbe. On the bank to the right lies Meland (see above). To the left rises the wall of the *Skjibergsfjeld*, beyond which opens the *Vesle Bygdal*, with its gaards. At two islets, beyond the gaard of *Lindvik* (on the left), the lake expands, bends to the S.E., and reveals its full grandeur. In front is the Erdal, with its background of glaciers. To the right is the *Fosnæsbræ*, descending from the Skaala (p. 180). To the left is the *Marsaafos;* then, the *Flofjeld* (4400 ft.), with the *Rindalshorn* (5950 ft.) behind it, and the gaards of *Flo* (720 ft.; good quarters; guide for the pass over the Flofjeld to Hellesylt, p. 188) perched in front of it. To the right is the 'nose' of *Tunoldshaugen*, with the gaards of *Tunold* and (higher up) *Brække* and *Aaning*. Farther on, to the right, are the *Church of Opstryn* and the gaards of *Fosnæs*, which give name to the just-mentioned glacier. On the other side we see into the *Glomsdal*, with the gaards of *Glomsnæs* and *Sigdestad;* below is a fine waterfall. The huge *Hjellehydna* separates the *Videdal* from the majestic *Erdal*, in which, as we near Hjelle, appears the *Tindefjeldsbræ* (r.), overlooked by the peak of the *Yngvar Nielsens Tind* (5775 ft.). At the mouth of the Videdal lies —

TAFJORD - GEIRANGER - GRJOTLI - JOSTEDAL

Hjelle or *Jelle* (**Hot. Hjelle*, R. 1-1½, B. 1¼, D. 2, S. 1¼ kr.), the starting-point for the pass to Geiranger (R. 26) and the Gudbrandsdal (see below and pp. 67-64).

The traveller will also be repaid by a visit to the wild **Sundal**, to which a poor road diverges to the right about 2 Kil. from Hjelle. It leads to the gaard of *Sundalen* (8 Kil.), whence we may walk to (1½ hr.) the *Sundals-Sæter* (pass to the Rauddal and the Framrust-Sæter, see p. 66).

From Hjelle we may row in a short ½ hr. to the gaard of *Erdal*, at the S. end of the Strynsvand, whence a walk of ½ hr. brings us to the gaard of *Gredung* (tolerable quarters; Thor Antonssøn Greidung, certificated guide), the starting-point of a visit to the *Erdal or *Aardal*, into which glaciers descend on all sides. Before us, to the right, is the *Tindefjeldsbræ*, with *Ingvar Nielsens Tind* (ascended by K. Bing in 1893); to the left are the *Ryghydna* (5325 ft.) and the *Sæterfjeld* (6203 ft.). From Gredung we ascend, with a view of the *Erdalsbræ* or *Gredungsbræ*, which stretches down between the *Strynskaupe* and the *Skaalfjeld*, to (2-2½ hrs.) the loftily-situated *Gredungs-Sæter*, at the foot of the fissured glacier (2315 ft.). — The route from the Gredungs-Sæter over the Jostedalsbræ to the *Lodalskaupe* (p. 181), and past it to *Faaberg* in the *Jostedal* (p. 181), takes 9-11 hrs., and requires an experienced guide (12-14 kr.).

26. From the Nordfjord to Aalesund and Molde.

a. From the Strynsvand viâ Grotlid to Marok.

82 Kil. Road with fast stations. The whole distance is rather fatiguing for one day, and it is better to take 1½ day, with a night spent at the *Djupvashytte*. Those who prefer to walk for a good part of the way may devote 2 days to the trip and spend the night at *Grotlid;* but the snow does not allow of walking before mid-July. The best bits for walking are from *Skaare* to *Vasvendingen* (p. 184; 4½ hrs.) and from the *Djupvashytte* to *Marok* (pp. 185, 186; 3½ hrs.). As Vasvendingen is not a station, those who wish to drive from that point must bring skyds from Stenhus; in the opposite direction skyds may be obtained in Grotlid for the stage to Vasvendingen (15 Kil.). A 'kaleschvogn' and pair from Hjelle to Marok for 2 pers. costs 55, for 3 pers. 65, for 4 pers. 70 kr.

The **Road through the Videdal to Grotlid, opened for traffic in 1896, forms, in conjunction with the road to Marok (opened in 1889), the finest means of access from the Nordfjord to the district of Søndmøre (Aalesund, Molde). Both routes are seen to greatest advantage in descending the valley; but the Videdal road reveals so many magnificent views in both directions, that it may also be recommended to walkers and others ascending the valley. The main charm of the Geiranger road is its sudden plunge from the lofty fjelds to the sea-level. Both roads rank among the very finest in W. Norway.

Hjelle, at the E. end of the *Strynsvand*, see above. — The road ascends along an ancient moraine, through which the *Videdals-Elv* has broken its way. Fine *Retrospect of the finely shaped and conspicuous *Skaala* (p. 180), the *Tindefjeld*, the *Fornæsbræ*, the *Brækkefjeld*, and other snow-mountains to the S.W. of the Strynsvand. Farther on the road becomes more level. To the right opens the *Sundal* (see above), with the snow-fields and glaciers of the Sæterfjeld. A bridge crosses the Sundals-Elv. The gaards of *Folven* are passed. The loops of the road on the Aaspelifjeld are seen in the distance. We cross the river and after a drive of ¾ hr. from Hjelle reach —

7 Kil. **Skaare** (*Quarters, D. 1½ kr.; owner an excellent guide).

From Skaare to the Djupvashytte, a grand, but laborious route of 6-6½ hrs. (guide). From the Jølbro (p. 184) we ascend to the left, through

the *Skæringsdal*, to the (1¾ hr.) *Skæringsdal Sæter*. Hence the route leads to the right, up the *Grasdal*, to the *Grasdalsvand* and thence (steep) to (4 hrs.) the snow-covered *Grasdalsskar*, between the Grasdalsegg and the Skæringsdalsbræ. We then descend to the (¾ hr.) Djupvashytte (p. 185).

About 2 Kil. beyond Skaare we have a view to the right of the deep ravine of the Videdals-Elv. The road reaches the mouth of the *Skæringsdal*, crosses it by the **Jølbro* (300 ft. above the river), and ascends the *Aaspelifjeld* in sweeping curves between the two ravines. To the right is a lofty waterfall, descending from the snow-fields of the *Nuken*. The road crosses the Videdals-Elv and follows its left bank. Grand *Retrospect of the Videdal, flanked on both sides by mountains projecting one before another. In the background rises the Skaala. Walkers, who cut off the curves of the road, take 1-1¼ hr. from the Jølbro to the top of the pass. A walk of 20-25 min. more up the more gentle ascent of the upper valley, finally recrossing to the right bank of the stream, brings us to —

8½ Kil. (pay for 13) *Stenhus* (2560 ft.; no accommodation), where horses are changed.

About 1½ Kil. farther on begin the windings by which the road ascends to a third zone of the valley. To the right and left are waterfalls. To the right, high up on the slope of the *Raudegg*, is the *Tystigbræ*, which accompanies the valley for some distance. We have another fine retrospect of the head of the Strynsvand, backed by the Skaala and the Brækkefjeld. The road twice crosses the stream, which here forms many pretty waterfalls, passes several small gaards, and reaches the *Langevand*, which is not wholly free of ice till August. We here reach the boundary between Nordre-Bergenhus-Amt and Christians-Amt (1½ hr.'s walk from the Stenhus). To the right is the E. part of the Tystigbræ.

Farther on we pass several small lakes, as we follow the hilly road through the *Vatsvenddal*. At *Vasvendingen* we reach the highest point of the road (3740 ft.); drivers usually rest their horses here for ½ hr. To the right is the Skridulaupbræ (see below). Behind we have our last view of the Skaala.

Grotlid is still 15 Kil. distant, a drive of 1½ hr. To the right, between the Raudeggen and the Skridulaupen, opens the *Maaraadal*, with its snow-fields and glaciers. Beyond the *Heilstuguvand* Grotlid comes into sight. The Stryn road joins the Geiranger road 3 Kil. to the W. of Grotlid, which is reached 4 hrs. after leaving Stenhus.

Those who do not spend the night at Grotlid and have arranged for skyds at the Stenhus (comp. p. 183) save 6 Kil. and the delay of a halt at Grotlid by turning to the left (W.) at the junction of the two roads.

26 Kil. (pay for 40) **Grotlid,** *Grjotli*, or *Grjotlien* ('stony slope'; 2865 ft.), a *Fjeldstue* or small mountain-inn belonging to government, resembling those on the Dovrefjeld (p. 70), affords good fare (R. 80 ø. - 1 kr. 20 ø., B. or S. 60 ø. - 1½ kr., D. 80 ø. - 2 kr.), situated in a typical fjeld solitude. To the S. we see the long snow-field of the *Skridulaupen*. Grotlid is the junction of the roads from Stryn

and the Geiranger on the one hand and that from the Gudbrandsdal (R. 9) on the other. Reindeer and a few bears are to be met with in the environs.

SKYDS TARIFF. To the *Djupvashytte* (3 hrs.), 1 pers. 6 kr. 12, 2 pers. 9kr. 18 ø.; to the *Stenhus* in the Videdal (3½ hrs.), 1 pers. 6 kr. 80, 2 pers. 10 kr. 20 ø.; to *Polfossen* (2½ hrs.; p. 66), 1 pers. 4 kr. 59, 2 pers. 6 kr. 89 ø.

FROM GROTLID TO THE TAFJORD, about 11 hrs. (guide to Kaldhus-Sæter necessary, 4-5 kr.; horse 7 kr.). The path leaves the Marok road by the bridge over the *Hamsa* (see below; the path on the right bank soon ceases), and ascends the course of that stream to its source in the *Viavande*, a series of lakes to the W. of the *Heilstugegg* and the *Langegg*. Later on it passes the *Fagerbottenvand* and descends to the *Kaldhus* or *Kalur Sæter*, on the lake of that name (1970 ft.; good entertainment in the tourist-hut). Descent to the (9-10 Kil.) *Tafjord* (p. 194) about 2 hrs. more.

Beyond the cross-roads mentioned at p. 184 (left, 'til Stryn'; right, 'til Geiranger') the MAROK ROAD reaches the *Breidalsvand* (2885 ft.; 8 Kil. long), bounded on the N. by the *Breidalsegg* and on the S. by the *Vatsvendegg* or *Langvasaxeln*, and skirts its N. bank, crossing several of its tributaries. Among these is the *Hamsa*, about 5 Kil. from Grotlid, where the Tafjord route diverges (see above). We pass between the small *Lægervand* and *Langvand*, with the *Stavbrækker* rising on the left and the *Djupvasegg* (5400 ft.) on the right. About 19 Kil. from Grotlid a stone marks the boundary between the Christians-Amt and the Romsdals-Amt.

To the left appears the snowy expanse of the *Skæringsdalsbræ*, to the S.W. of the *Djupvand* (3300 ft.), which our road now reaches. The water of this blue lake, often ice-clad as late as August, descends to the E. to the Otta and the Laagen. The valley still rises a little towards the right. At the top the *Kolbeinsdal* descends to the N., traversed by a varde-marked path to the Viavande, Kaldhus-Sæter, and the Tafjord (comp. above). The road skirts the Djupvand, on the S. side of which we perceive the huge rocks of the *Grasdalsegg* (5170 ft.) and the Skæringsdalsbræ. A 'bautasten' marks the highest point of the road (3405 ft.). — At the W. end of the lake, 5 Kil. from the frontier-stone, is the —

24 Kil. (pay for 36) **Djupvashytte**, a newly enlarged hotel with satisfactory accommodation (R., B., & S. each 1½, D. 2 kr.).

From the Djupvashytte viâ the *Grasdalsskar* and the *Skæringsdal* to Skaare, see p. 183 (guide 5 kr.).

A few hundred yards farther on we reach the watershed between the Skager-Rack (towards which the Otta flows) and the Atlantic. The road skirts the *Rundhorn* (4900 ft.). About 35 min. beyond the Djupvashytte a finger-post on the left points the way to the *Jættegryde*, a 'giant's cauldron' (p. 283), 7 ft. in diameter and 10-12 ft. deep, which lies a few steps below the road.

The **FINEST PART OF THE ROUTE begins here (road built in 1881-89). The traveller should walk. The road descends rapidly, in sharp zigzags and over bold bridges spanning the wild torrent, to the Geiranger Fjord. Between the brink of the descent and Marok the distance is about 16 Kil., though in a straight line scarcely

6 Kil., and the difference in height is over 3000 ft. The road ranks among the grandest of its kind, and the sudden and tremendous plunge it takes is not surpassed even among the Alps. A superb mountain-picture presents itself just beyond the 'giant's cauldron', on crossing the *Øvre Blaafjeld-Bro*. On the left rises the *Flydalshorn*, on the right the *Vindaashorn;* beyond the latter the *Saathorn* (5830 ft.), and then the *Grindalsnibba* (5030 ft.). In the distance are the heights enclosing the Geiranger Fjord. Far below lies the smiling Oplændskedal, which, in contrast to the overwhelming proportions of the fjeld, looks like an artificial park, with its winding stream and curving road. In 1/4 hr. we cross the *Nedre Blaafjeld-Bro*. Walkers will do well to keep to the road, and should in any case follow only the footpath 1/2 M. beyond the Nedre Blaafjeld-Bro and that beyond the stone marked '800 m. over Havet'. To the right is the *Kvandals-Elv*, which descends in several falls from the *Djupedal*. In 40 min. more we cross it by the *Kvandalsbro*. Four bold curves carry us down to the highest part of the Geiranger basin, called the *Oplændskedal*, in which lie a gaard of that name and the *Ørjesæter* (1410 ft.; to the right, 1/2 hr. from the Kvandalsbro).

The road again descends rapidly to the next region of the valley, called the *Flydal*, with view, to the left, of the *Flydalshorn* and the *Blaahorn*. Between these, high above the gaard of *Flydal*, appears the *Flydalsbræ*, a huge snowy glacier with large crevasses. About 1/4 M. beyond the Ørjesæter, 6 Kil. from Marok, the road forms a 'knude' or knot (1335 ft.), as it passes exactly under a higher part of itself. To the left, about 1/2 M. farther on, is the picturesque *Tverabøfos*, which, however, is not seen in its entirety except from the rocks below the road. A finger-post, 10 min. farther on, indicates the way to the **Flydalsdjuv* (985 ft.), where we gaze to the left into an abyss of several hundred feet. In front of us we see the last level of the valley, with the Union Hotel and the church of Marok. A little later the road passses the **Hôtel Udsigten* (p. 189), the view from which is similar to that from the Flydalsdjuv.

Very striking, as we descend, is the increasing number of waterfalls on every side. The largest tributaries descend on the right from the *Vesteraasdal*, and unite below the gaard *Hole*, 5 min. from the Hôtel Udsigten, where we cross the *Holebro*. About 2 min. farther on a finger-post to the right indicates the way to the *Storsæterfos* (p. 189). We cross the *Kope-Bro*. The fine fall of the Vesteraas-Elv, called the *Kleivafos*, is reached by a path to the right ('100 m. over Havet'), just above the *Gjerde-Bro*.

In 1/4 hr. more we reach the *Union Hotel* (p. 189). The road crosses the *Vinje-Bro* and passes the copious *Storfos*, beyond which the river hurries with all the water of the valley to the fjord. It then rounds the hill on which the church of *Geiranger* stands, passes the *Geiranger Hotel*, and ends at the steamboat-pier of —

17 Kil. (pay for 26) *Marok* (see p. 189).

b. From Faleide or Visnæs viâ Grodaas to Hellesylt and Marok.

Road from Faleide or Visnæs to *Hellesylt* with fast stations. The entire journey (8-9 hrs.) is often performed without change of horses, with a rest of 1½ hr. at Grodaas. — Steamer from Hellesylt to *Marok* in 1½ hr. (fare 2 kr.).

At the gaard of *Svarvestad*, about 2 Kil. from Faleide (p. 178) and 7 Kil. from Visnæs (p. 178), the road ascends in steep windings to the N.W., affording fine retrospects, through openings in the wood, of the fjord and the mountains to the S. The highest point of the road is about 800 ft. above the sea. Then up and down hill, past the gaards of *Lange-Sæter*, *Flore*, and *Sindre*, with frequent views of the fjelds (the Holmefjeld to the W., the Gulekop to the N., etc.). We descend to —

12 Kil. (pay for 17 from Faleide, 23 from Visnæs) *Kjøs* (*Hôtel Kjøs, moderate), on *Kjøsbunden*, the S.E. bay of the *Hornindalsvand*. We may row from Kjøs to Grodaas, but driving is quicker. The hilly road skirts the lake and rounds the *Kjøsnebb*.

6 Kil. (pay for 8) **Grodaas**, or *Grødes* (*Raftevold's Hotel*, well spoken of), at the E. end of the *Hornindalsvand*, a lake abounding in fish and enclosed by wooded hills, on which a steamboat plies several times a week (see also p. 176). A little to the N. is the church of *Hornindal*. To the N.W. rises the *Hornsnakk*.

Excursions from Grodaas to *Hornsnakken*, *Kjøsnebben*, and other heights, 2½-3 hrs. each. — The *Gulekop* (see below) and the *Glitteregg* (4173 ft.; 5-6 hrs.), which rises from the lake to the S., are among the other peaks ascended hence.

From Grodaas a bridle-path leads by *Tommasgaard* and *Lødemel* (where Rasmus A. Lødemel is a good guide, who speaks English) to the pass of **Kviven** (2795 ft.) and past the *Kvivdals-Sætre*, where it joins a path from Oterdal on the Hornindalsvand, to (5 hrs.) *Kaldvatn*, on the road from Bjerke to Førde on the Østefjord (p. 192).

A finer but longer route is the passage of the *Hjorteskar* to Rørstad (7-8 hrs.). This route ascends the Hjortdal (see below) to the *Hjortdals-Sæter*, leads through the *Blaabrædal* and along the glacier to the pass between the *Lauedalstinder* and the snow-clad *Storhorn* (5184 ft.), and descends the *Lauedal*, passing the *Lauedals-Sætre*, to *Rørstad*, on the Kaldvatn and Bjerke road (p. 192).

The road ascending the Hornindal is so steep, that walkers progress as fast as carriages. It passes several pleasant gaards, the *Dønefos*, and the entrance to the *Hjortdal*. The valley expands farther up, and is flanked with snow-clad mountains. On the right rises the huge *Gulekop;* in front of it, the *Seeljesæterhorn* (2210 ft.), below which opens the *Knudsdal;* then, the *Mulsvorhorn* (2700 ft.); to the left, the *Brækegg* (4320 ft.) and *Lilledalsegg*.

9 Kil. (pay for 11, but not in the reverse direction) *Indre Haugen* or *Hougen*, a poor station. The intelligent station-master acts as a guide to Hornindalsrokken, etc. Skyds may be obtained here to (20 Kil.) Fibelstad-Haugen (p. 190). — Farther on we have a view, up a side-valley to the left, of the almost inaccessible-looking *Hornindalsrokken* (5015 ft.; ascent from Haugen 10 hrs., driving practicable for 2 hrs.; extensive view). We then cross the boundary of Søndmøre to the *Romsdals-Amt*.

6 Kil. *Kjelstadli.* Travellers on their way N. do not usually stop here; those from the N. change horses here and pass Indre Haugen without stopping. The new road avoids the hill to the left on which the station formerly lay.

Grand scenery again. To the left opens the glacier-valley of *Kjelstad;* to the right the *Rørhusdal*, with the pointed *Rørhusnibba.* We descend to *Tronstad* (1130 ft.), a little to the N. of which, by *Tryggestad*, the *Nebbedal* (p. 190) opens to the left. Fine view of the Fibelstadnibba.

The road descends on the left bank of the *Sundals-Elv*, the valley of which soon contracts to a deep ravine. To the left opens the *Mulskreddal.* Splendid view of the Sunelvsfjord and its mountains. The road crosses the stream, which enters the lake in the form of a waterfall, passes the church of *Sunelven*, and reaches —

13 Kil. **Hellesylt** (**Grand Hôtel*, R., B., or S. each 1½, D. 2 kr.; *Tryggestad's Hotel*, fair; Engl. Ch. Serv. in July & Aug.), grandly situated at the head of the ***Sunelvsfjord,** an arm of the *Storfjord*, on which large steamers from Aalesund ply 5-6 times weekly (landing by small boat 10 ø.). Rowing-boat from Hellesylt to Marok in 3-4 hrs. (21 Kil.). — Vehicles usually await the arrival of the steamers.

From Hellesylt to the Strynsvand. We drive up the valley to the S.E., passing the fine waterfalls *Dønefos* and *Fréisefos*, to *Bjørdal* and (12 Kil.) *Voldsæter* (quarters). For the rest of the route over the *Flofjeld* (4 hrs.) we need a guide, who also rows us over the *Nestevand* and the *Stegolsvand* (road along the bank not yet finished). We next pass the *Aangelsvand* and descend by the *Øvre Flo-Sæter* (quarters if need be) and the *Nedre Flo-Sæter* to *Flo*, on the Strynsvand (p. 182).

Fine view of Hellesylt and the falls of the Sundals-Elv (see above) as we steam down the fjord. On the E. side of the fjord towers the *Nokkeneb* (4373 ft.). On the W. side we observe the gaard of *Ljøen*, whence a road winds up the *Ljøenbakker* (about 2000 ft.) and crosses the *Ljøfjeld* to Slyngstad (p. 194).

Opposite is the mouth of the ****Geiranger Fjord,** into which we steer, notable for its picturesque cliffs and its numerous waterfalls. On the right, the Nokkeneb; on the slope to the left, the gaard of *Madvik.* Farther on, to the right, are the gaards of *Syltevik* and (above) *Blomberg* and the mountains of the *Liadalsnibba* (4835 ft.) and *Gjerkelandsegg* (4940 ft.); the *Grauthorn* (4425 ft.) rises on the left. The fjord now contracts. On the N. side are seen the *Knivsflaafosser* or *Syv Søstre* ('seven sisters'), falling over a perpendicular cliff into the fjord. Seven falls may be counted at the very top, but four only below. High up on the slope near them is the gaard *Knivsflaa.* Above them rises the *Gjeitfjeldtind* (5145 ft.), and farther on is the *Gjeitfondegg* (4800 ft.). From a gorge on the S. bank emerges the *Skaggeflaafos* or *Gjeitfos*, adjoining which is the gaard of *Skaggeflaa* (1640 ft.). An immense number of small waterfalls descend from the cliffs in early summer,

but many of them dry up in August. Some of them shower down spray, betraying their existence only by the streak of white foam on the fjord below; others leap from overhanging cliffs in veil-like form. When the tops of the cliffs are clouded, the waterfalls seem to come direct from the sky. Curious profiles on the rocks to the right; above these, the *Prækestol* (pulpit). Opposite, to the left, is the *Gausdalsfos*. Also to the left is the gaard of *Grande*, overtopped by the *Laushorn* (4911 ft.). As we near Marok, we obtain a superb view of the basin of Geiranger, dominated on the left by the *Saathorn* (5835 ft.). High up on the right are the snow-fields of the *Flydalshorn*. At the head of the fjord, about 20 Kil. from Hellesylt, lies —

Marok *(Merok, Mæraak).* — *Union Hotel, a large timber-built house 1 M. from the pier, near the church and the waterfalls, R. 1½-2, A. ½, B. 1¼, D. 2, S. 1¼-1½ kr. — *Hôtel Geiranger, ¼ M. from the pier, with view of the fjord, moderate charges (English spoken at both of these). — Merōr's Inn, close to the pier, plain but good, R., B., or S. 1 kr. each. — *Hôtel Udsigten *(Bellevue)*, on the road to Grotlid, 3 M. from the fjord and 1000 ft. above the sea, conspicuous over the church-spire as the steamer approaches, R. 1 kr., B. 1 kr. 20 ø., D. 2, S. 1, pens. 5 kr. — *English Church Service* in July and August.

Vehicles await the steamboat: cariole to the *Djupvashytte* (17 Kil., pay for 26) 3 kr. 90, stolkjærre for 2 pers. 6 kr. 60 ø. (there and back 10 kr.); carr. and pair to *Hjelle i Stryn* (p. 183) in two days, for two pers. 55, three pers. 60½-65, four pers. 65½-70 kr.

Marok is a small hamlet nestling round the head of the fjord on an old moraine, commanded by a small church. Above it opens the basin of Geiranger, through which ascends the ***Road to Grotlid* (pp. 186, 185). This is a good centre for excursions.

Those who start from Marok in passing between Geiranger and Stryn miss the striking view on the approach from the E. (p. 186); on the other hand the ascending traveller sees the waterfalls of the Geiranger basin to better advantage, while in descending the Videdal farther on he has before him the splendid panorama of the snow-mountains on the Strynsvand. As far as the Djupvashytte (p. 185) driving takes as long as walking (4 hrs.). Thence to Grotli is a drive of 2½-3 hrs. Those who wish to reach Skaare or Hjelle in one day (not recommended) must start betimes from Marok and turn to the right at the bifurcation 3 Kil. from Grotlid (see p. 184).

Travellers who arrive and go on by steamer content themselves with the *Excursion to the Flydalsdjuv (p. 186), a walk (there and back) of 2½ hrs. The road should be followed both coming and going. Below the Union Hotel is the *Storfos*, in which all the tributaries of the river unite. Above the second bridge of the road ('Gjerde-Bro'), on this side of the stone '100 m. over Havet', a rough path diverges to the left to the *Kleivafos*, a fall of the Vesteraas-Elv. There are other waterfalls at the third bridge ('Flaabro'). Beyond the fourth bridge ('Kope-Bro'), and ½ M. beyond the stone '200 m. over Havet', a guide-post points to the left towards the Storsæterfos. [In 10 min. more we reach the small white house of *Retiro*, where the view up the valley to the Skæringsdalsbræ (p. 185) is disclosed. A steep ascent of ½ hr. leads hence to the *Storsæterfos*, behind which runs a goat-path.] — The road ascends, crossing the 'Hole-Bro' at the *Holefos*, to the *Hôtel Udsigten*, which commands the finest view of the Geiranger valley. A little farther on, beyond the stone '300 m. over Havet', a finger-post indicates the way to the right to the *Flydalsdjuv*, a point of view about 4 Kil. from Marok, where travellers pressed for time usually turn.

The *Vesteraasdal, the N. approach to the Geiranger basin, between the Laushorn and the Grindalshorn, also deserves a visit. We follow the

above-mentioned path passing the *Storsæterfos* to (1½-2 hrs. from Marok) the *Storsæter* (2132 ft.). Splendid view. — We may then ascend the valley to the *Vesteraas-Sæter* and mount the *Kaldhusbakker* to the S. end of a small lake, from which we may visit the *Vesteraasbræ* to the left. Then either to the E. and down the *Sletdal* to the *Kaldhusdal*, or to the N. down the *Herdal* to the *Herdalsvand* (1618 ft.) and *Relling i Norddal* (p. 193).

From the gaard of *Grande* (p. 189) a steep bridle-path ascends (¾-1 hr.) the *Eidsdalsfjeld*, widening into a road beyond the top of the hill, and leading past the gaard of *Indre Eide* and the *Eidsvand*, abounding in fish, to YTREDAL (p. 193; 12 Kil. from Indre Eide): a splendid walk of about 6 hrs., with grand views looking back on the Geiranger Fjord, and fine mountain-scenery. (Guide unnecessary.)

Another fine excursion is that to *Skaggeflaa* (p. 188; ca. 5 hrs.). We row in 1 hr. to the *Skaggeflaanæstet*, whence the path ascends. Splendid view at the top.

c. From Hellesylt through the Norangdal and by the Jørundfjord to Aalesund.

SKYDS from Hellesylt to (24 Kil.) *Øie* (same horse generally taken through; ca. 3 hrs.). STEAMER thence to *Aalesund* four times a week in 3¾-4 hrs. (viâ Sæbø-Ørstenvik in 1-1½ day; see pp. 192, 196).

This route leads through the district of *Søndmøre, which contains some of the most varied scenery on the W. coast of Norway. The grandest parts are the *Norangdal*, the *Norangsfjord*, and the *Jørundfjord*.

From Hellesylt up to *Tryggestad*, a drive of ¾ hr., see p. 188.

The road to Øie turns to the N.W. and ascends the **Nebbedal**, a pleasant green valley sprinkled with birches. On the right rises the *Tryggestadnakken*, separated by the *Sætredal* from the abrupt *Fibelstadnib*, which forms the background of the valley the whole way. To the left is the long drawn-out *Kvitegg*, with a glacier embedded among its peaks. To the N. rise the Smørskredtinder (p. 191).

10 Kil. **Fibelstad-Haugen** (1215 ft.; **Hôtel Norangsdal*, plain, a little to the left of the road), finely situated amid the highest summits of the Kvitegg and the Fibelstadnib, on the watershed between the Sunelvsfjord and the Jørundfjord, is a good centre for mountaineering.

The ascent of the ***Kvitegg** (5590 ft.; 4-5 hrs.) is one of the finest in Søndmøre. Guides, *Jon Klok* and *P. A. Lillebøe*, the schoolmaster (3-5 kr.).

FROM FIBELSTAD-HAUGEN TO BJERKE, on the Jørundfjord, a splendid walk of about 5 hrs. (with guide): to the W. up the valley to the *Kvitelvedalsskar* on the N.W. side of the Kvitegg; then past the little *Kvitelvedalsvand* on its N. side, and down its brook to the **Tussevand* (1970 ft.), where we get a view of the wild Hornindalsrokken (p. 187); round the N. side of the lake, down the *Tusse-Elv* through a series of gorges, and past the *Tussefos* to Bjerke (p. 192).

At Fibelstad-Haugen begins the ***Norangdal**, one of the grandest and wildest valleys in Norway and well adapted for walking (to Øie 2½ hrs.). The new road follows the E. side of the valley. In front of us the valley appears closed by the Smørskredtind, which with its peaks and the glacier between them recalls the Wetterhorn at Grindelwald. Several small lakes are passed. The brook sometimes disappears under the rocks and the avalanche-snow, which lies in the valley throughout the summer. The poor sæters are built into

the rocks for shelter from avalanches and stone-falls. In about 1 hr. we come in sight of the curious peak of the Slogen (see below), which seems to alter its appearance as we proceed. The valley contracts. The scenery is wildest by the perpendicular black cliff of **Staven* (over 4900 ft.), at the fourth lake. The road crosses to the left bank.

The valley expands. The above-mentioned peaks re-appear. To the left is the *Kjeipen*, the prolongation of Staven. The road keeps to the left side of the valley, passing in front of the slopes of the *Smørskredtinder* (5240 ft.), ascended by M. Wm. C. Slingsby in 1884. To the left are the *Middagshorn* (4353 ft.) and the *Blaahorn;* in the distance, the Saksa (see below).

In about 2 hrs. after leaving Fibelstad-Haugen we reach *Skylstad*, the highest gaard in the valley, lying at the foot of the Middagshorn. The road crosses to the right bank. From the bridge we have a retrospect of the sharply cut ridge of the *Skruen* (5285 ft.), with large snow-fields on its flanks. The fjord now comes into view. It is a walk of $^1/_4$ hr. from the bridge to the Union Hotel.

14 Kil. (pay for 19) **Øie** (**Union Hotel*, similar in all respects to the Union Hotel at Marok, p. 189, and belonging to the same company; *Phønix*, unpretending, $^1/_3$ M. from the steamboat-pier), at the E. end of the *Norangsfjord*, occupies a beautiful and sheltered situation and is a good centre for excursions. On both sides of the valley and fjord rise imposing mountains: Slogen (summit not visible from Øie itself) and the Middagshorn; then (right) the *Kloksegg* and (left) the *Blaahorn* (4500 ft.). On the E. the valley is closed by the Skruen (see above), with its snow-fields To the W., the Saksa, with its singular notch from top to bottom; beyond the Jørundfjord are the jagged Grøtdalstinder, at the Bonddal (p. 197).

The ascent of **Slogen** (5210 ft.) is strongly recommended to robust mountaineers (from Øie 4 hrs., with guide; Jon Klok and Peder Haugen). The view, called by Mr. Wm. C. Slingsby one of the noblest in Europe, embraces the whole of the Alpine district of Søndmøre and is often preferred to the Jotunheim views (p. 141).

A grand but fatiguing route leads from Skylstad (see above) between Slogen and the *Smørskredtinder* (5240 ft.) over the pass of *Skylstadbrekken* (2592 ft.), and either to the N.E. to Stranden (p. 194), or to the N.W. by the gaard of *Brunstad* in the Velledal down to Aure (p. 195).

On the days when there is no steamer, we may go on by water skyds to (10 Kil.) *Sæbø* (p. 192) and thence by land-skyds (a magnificent drive) to (24 Kil.) *Ørstenvik* (p. 196), whence a steamer plies four times weekly to Aalesund.

The ****Norangsfjord** is an arm of the Jørundfjord and resembles it in its Alpine character. On leaving Øie we see the *Elgenaafos* on the left; then the gaards of *Stennæs* in an exposed situation under the *Staalberg* (4138 ft.); and on the right, at the mouth of the *Urkedal*, the gaards of *Urke* (steamboat-station). In the distance rise the snow-clad peaks of the *Vellesæterhorn* (p. 195). To the W., above Urke, towers the *Saksa* (3445 ft.), which with the Staalberg forms the entrance to the Norangsfjord. Behind us is the Slogen.

The ****Jørundfjord**, which the steamer now enters, differs in

character from the other fjords. Instead of being a deep cutting in the great Norwegian plateau, with nearly upright sides, it is flanked with picturesque ranges and peaks, some of them remarkably bold and pointed, others isolated between deep gaps or notches ('Skard'), and clad with snow and glaciers near their summits.

The S. or upper part of the Jørundfjord is visited by the steamer thrice a week. On its W. bank is the gaard of *Skaare*, with the 'Fos' of that name, at the foot of the *Skaaretinder;* and on its E. bank, to the S. of the *Jagta* (5240 ft.), lies the gaard of *Viddal*, a steamboat-station. At the S. end of the narrowing fjord, high above the water, lies **Bjerke** or *Bjørke* (*Hôtel Søndmøre*, open in summer only), the terminus of the steamer. Above it rise the *Bjerkehorn* (4445 ft.) and the *Tussenut* (4203 ft.). Near it is the *Tussefos* (p. 190), descending from the Tussevand. Jacob Bjerke is said to be a good guide.

A road (slow stations) leads from Bjerke up the *Sjaustaddal*, by *Rørstad* and *Rueid*, to (15 Kil.) *Kaldvatn* (p. 187) and (8 Kil.) **Førde** (quarters at *D. Maan's*), on the *Østefjord*, the S.E. arm of the Voldenfjord. (To Volden, 18 Kil., by boat; p. 196.) From Rørstad (see above) the *Storhorn* (5180 ft.) may be ascended in 6 hrs.

On other days the steamer, on leaving the Norangsfjord, steers towards the W. bank of the Jørundfjord, over which towers the jagged *Storhorn* (4490 ft.), adjoined by the *Skaaretinder*. It then passes the *Hustadnæs* (on the bank a little S. of which is *Raamandsgjølet*, a cavern in the rock *Raamand*), to —

Sæbø (skyds-station, good quarters), with the church of *Jørundfjord*, in a small bay, at the mouth of the well-tilled *Bonddal* (p. 197), the background of which is formed by the *Veirhalden* (p. 197). On the N. tower the *Miendalstinder* and the *Grøtdalstinder*. A grand view is enjoyed of the S. arm of the lake, with the snow-fields of the Kvitegg and Tussenut (see above) in the background.

The scenery of the N. part of the Jørundfjord is seen at its grandest as we approach *Store Standal* (steamboat-station), at the mouth of the valley of that name (p. 196), on the N. side of which rise the glacier-studded *Kolaastinder* (4470 ft.), while to the S. are the vast snow-fields of the *Sølvkallen*. To the N. towers the *Standalshorn*. Another grand view is obtained of the *Lille Standal*, with the serrated snow-clad ridge of the *Romedalshorn*, resembling the Aiguilles of Mt. Blanc. In the background are the *Tre Søstre*. — Comp. the *Map*, p. 196.

On the E. bank of the fjord, opposite Standal, rises the imposing *Molaupsfjeld*, named after the gaard *Molaup* at its N. base. Near it is the cavern *Troldgjøl*, where a phenomenon similar to that on the Lysefjord has been observed (p. 91). Farther down the same side is the *Slettefjeld*. On the W. side rises the cloven *Jønshorn* (4715 ft.), with a glacier in the depression. At the mouth of the fjord are the steamboat-stations of *Jævenæs* on the E. and *Fæstø* or *Festøi* on the W. side. Between these stations we obtain

a final survey of the Jørundfjord in its entire length (36 Kil.), extending to the Tussenut and the snow-fields of the Skaaretinder.

We now steer due W., past the large island of *Sulø*, and follow the route described at p. 195 to *Aalesund*, reached in $3^3/_4$-4 hrs. from Øie.

d. From Marok and Hellesylt viâ Sjøholt to Aalesund or Molde.

STEAMER from Marok to *Sjøholt* in $4^1/_2$ hrs. (fare 5 kr. 60 ø.); to *Aalesund* in $6^1/_2$-11 hrs. (fare 8 kr. 70 ø.). — From Sjøholt to (26 Kil.) *Vestnæs* ROAD with fast stations. From Vestnæs to *Molde* STEAMER in 1 hr. (fare 2 kr.; see p. 199).

Marok, see p. 189. The steamer returns from Marok to the *Sunelvsfjord*, generally calling again at Hellesylt before steering towards the N. Of the huge mountains flanking the fjord the chief are the *Aakernæsfjeld* (5043 ft.) on the W., projecting far into the fjord, and the *Nonsfjeld* and *Snushorn* on the E. On the E. side are several gaards and a few waterfalls.

From the Sunelvsfjord, the entrance to which is marked by the *Oksnæs* on the W. and the *Skrenak* on the E., most of the steamers turn to the E. into the **Norddalsfjord**, the innermost arm of the Storfjord (p. 194). On the N. bank lie the gaards of *Li* and *Overaa*. On the S. bank is the rock called *St. Olafs Snushorn*. The first station (2 hrs. from Hellesylt) is —

Ytredal, at the mouth of the valley of that name. (Route to the Geiranger Fjord, see p. 190.) The next station is *Relling*, with the *Norddalskirke*, whence the wild *Torvløisa* (5995 ft.), a grand point of view, may be ascended in 5 hrs.

Sylte *(Gunnar Grønningsæter's Inn*, good; *Døving)*, with the church of *Muri*, lies on the N. bank. A curious vein of light quartz in a rock here is called *St. Olafs Slange* or *Syltormen*. To the E. rises the *Heggurdalstind*.

FROM SYLTE OVER THE STEGAFJELD TO THE ROMSDAL, an interesting route of $1^1/_2$ day, or 1 day by driving to Langdal. The road ascends the old moraine of *Langbrekken*. At the top of the hill is a cross in memory of St. Olaf, who in 1028 fled from Sylte to Lesje in the Gudbrandsdal (p. xlvii). The road then ascends the *Valdal*, passing several pleasant gaards, which attract summer-visitors from Aalesund. At *Rem*, a gaard 12 Kil. from Sylte, horses and carioles may be obtained. Beyond Rem we cross the stony chaos of *Skjærsurden*. At (11 Kil. farther on) the gaard of **Langdal** (poor quarters) a guide may be obtained (unnecessary for the experienced). The road ends at *Nedre Støl*, 2 Kil. farther on. We ascend on foot through the *Meierdal* to the pass of the **Stegafjeld**, where we get a splendid survey of the Romsdalshorn, the Vengetinder, the Konge, and the Dronning, with the fjord in the distance to the N. Beyond this the path, indicated by varder, crosses the fjeld, over snow at places, and skirting several small lakes. We then turn N.E. to the Isterdal, descend the *Stegane* (a curious zigzag path) and pass the **Isterfos*, several hundred feet high, commanding a fine view of the Isterdalsfjeld to the left and the W. side of the Troldtinder (p. 201) to the right. In about 6 hrs. from Langdal we reach the *Sogge-Sæter*. Beyond this we may either turn to the left to (2 hrs.) Veblungsnæs, or to the right to the gaard of *Sogge* and cross the bridge to the Romsdal road (p. 201).

From Sylte we may also visit the *Tafjord (by rowing-boat; or, once a week, by steamer), the easternmost bay of the Norddalsfjord, very grand, though inferior to the Geiranger. On the left is a fine waterfall; on the same side, farther on, is the *Muldalsfos, to which a footpath ascends. The upper part only is seen from the fjord. This superb fall is 500 ft. high. The steamer turns here. We may, however, row through a strait into a mountain-basin. A waterfall on the right rebounds from a projecting rock, which divides it into two. In the background is the village of **Tafjord** (11 Kil. from Sylte; poor quarters), on the hill above which, to the right, are iron-mines owned by an English company. Lofty snow-mountains peer over the banks on every side.

From the gaard of *Muldal* to *Stueflaten* in the Romsdal, see p. 202. — From Tafjord a bridle-path ascends slowly, through fine and at places superb scenery, and generally skirting the foaming torrent, to (2½ hrs.) the chalet at the **Kaldhus-Sæter** (p. 185), whence mountain-paths lead to the *Djupvashytte* (p. 185) and to *Grotli* (p. 184).

From Sylte we steer to the W. to the 'Bygd' of *Linge*, with its pretty gaards, and the *Liabygd*. To the left, a grand view of the Sunelvsfjord up to Hellesylt. The steamer then crosses to —

Stranden (quarters at *K. Olsen's*, *P. Ous's*, and in the gaard of *Ringstad*), with its church, adjoining the steamboat-station *Slyngstad*, pleasantly situated at the mouth of the *Strandedal*.

The fjord, here sometimes called *Strandefjord* or *Slyngsfjord*, continues beautiful. Rounding the prominent *Stordalsnæs* or *Holmen*, the vessel steers into the small *Stordalsvik*, with the gaards of *Hove* and *Vinje*, at the entrance to the pretty *Stordal*. Once a week it touches at *Vagsvik*, whence we may ascend the *Laupare* (4754 ft.). Opposite, a little to the W., lies *Sjøvik*.

The steamer rounds the *Gausnæs* and (3½-4 hrs. from Sylte) reaches —

Sjøholt, or *Søholt* (**Rasmussen's Sjøholt Hotel*, with dependencies, R. 1½, B. or S. 1¼, D. 2 kr.; **Th. Sjøholt Enke's Hotel*, R., B., or S. 80 ø., quiet; *Engl. Ch. Serv.* in July & Aug.), pleasantly situated at the N. end of the *Ørskogvik*, and at the S.E. base of the *Lifjeld* (which may be ascended in 1½ hr.). To the N.E. rises the *Snaufjeld* (2880 ft.), and to the S., over the Gausnæs, peer the hills on the opposite bank of the fjord. A brook entering the fjord here separates Sjøholt from the church of *Ørskog*.

Pleasant walk on the Aalesund road, to the W., with a view of the fjord. After about 1 M. we observe on the bank below a '*Laksvarp*' (called 'Gilge' in the Sogn district), or apparatus for catching salmon, with white boards to attract the fish.

Road to Aalesund, 38 Kil. (a drive of 5-6 hrs.). Stations: (13 Kil.) *Flaate* or *Flote*, (13 Kil.) *Rødsæt*, and (14 Kil.) *Aalesund* (comp. p. 196). From Sjøholt to *Molde*, see p. 197.

The steamer next touches at the small wooded *Langskibsø*, in a bay between the mainland and the *Oksenø*. The narrowest part of this bay is crossed by the road to Aalesund mentioned above. We then steer to the S. across the fjord, here for a short distance called *Nordfjord*, and then **Storfjord.** In the wider sense the latter name embraces the whole fjord as far as Sylte (p. 193). We steer round the *Aursnæs* to —

Aure or *Søkkelven* (quarters at *Mart. Vik's*, the Landhandler) on the *Søkkelvsfjord*, prettily situated amidst grand scenery. Steering in, we see the *Hammersættinder* rising above Aure on the left; to the right of them is the pointed *Strømshorn* (3240 ft.); then the *Brunstadhorn*, the *Gjeithorn*, the *Vellesæterhorn* (4750 ft.), and the *Ringdalstind*, some of them flecked with snow.

The following is a beautiful day's *Excursion. As Aure and the other places are slow stations, a vehicle for the whole trip should be engaged at Aure. From Aure we drive to the E. to (11 Kil.) *Sjøvik* (p. 194); then S. through the *Ramstaddal* to the (12 Kil.) *Nysæter* (quarters), on the *Nysætervand* or *Norvand* (1245 ft.), whence the *Øsekar* (3940 ft.; fine view) is easily ascended. We next cross a hill to the *Velledal*, in which *Drotninghaug*, its highest gaard, is 6 Kil. from Nysæter. Magnificent view, in descending, of the snow-mountains above mentioned. Then past the gaard of *Velle*, where the valley bends to the N., to (13 Kil.) *Strømmegjærdet*, at the S. end of the Søkkelvsfjord, whence, if preferred, a rowing-boat may be taken to (6 Kil.) Aure.

On the W. side of the Søkkelvsfjord towers the *Skopshorn* (4430 ft.). Then, on the Storfjord, comes *Tusvik*. We next steer due W., past the mouth of the *Jørundfjord* (p. 191) and to the S. of the large island of *Sulø*. To the left, above Lynge, appear the mighty Jønshorn and the Kolaastinder (p. 192), with their huge expanses of snow. The steamer enters the *Sulefjord*, between Sulø and the island of *Hareidland*, with the church of *Hareide* and hills rising to 2360 ft. To the N. appears the *Godø*, with a light-house; then the island of *Hessen*, with the pointed *Sukkertop;* and farther to the N. the *Valderø*, with a lighthouse, where there is a cavern 120 ft. high on the S.W. side (the *Sjonghul*). Passing the *Stenvaag*, the bare rocks of which are used for drying fish ('Klipfisk'), we reach, in 2-3 hrs. from Sjøholt, —

Aalesund. — **Hotels.** *Schieldrop's Hotel (*Sch.* on the Plan, p. 196), 1/4 M. from the pier, R. 1 1/2 kr.; Skandinavie (Pl. *Sk.*), Stor-Gade, farther from the harbour, R. 1 1/2-2, B. 1, D. 2-2 1/2 kr., well spoken of. — Baths on the Aspø. — Post Office, Notenæs-Gade, 350 yds. beyond Schieldrop's Hotel; Telegraph Office, Stor-Gade.

Aalesund, a busy trading town with 8500 inhab., lies on the *Nørvø* (E.) and the *Aspø* (W.), two islands on the outer fringe of the 'Skjærgaard', a favourable situation to which it owes its rapid rise. It was only in 1824 that it came into notice as a harbour, and only in 1848 that it became a town. Aalesund is the commercial centre of the whole region of the Storfjord (p. 194), and for the cod-fisheries of the W. 'banks', particularly the famous 'Fiskeplads' Storeggen, the yield of which is 5-6 million kr. per annum. The harbour, which opens towards the N.W., lies between the two islands and is protected by *Skandsen*, a peninsula of the Nørvø, on one side, and by a pier on the other. The narrowest part of this strait, the *Aalesund*, from which the town takes its name, is crossed by a bridge connecting the two parts of the town. On the Nørvø ('indom Sundet') are the custom-house, the inns, etc., and on the Aspø ('udom Sundet') are the church and the school. On the E.

side of the Nørvø quarter is a pretty *Park*, with a pavilion (rfmts.) and views of the distant peaks of Søndmøre. A more extensive view is obtained from the **Aalesundsaxla* (509 ft.), 1 hr. there and back. We leave the park by its rear (N.) gate and follow the well-kept path, which skirts the base of the rocky hill, passes (5 min.) a cemetery, and leads to (4 min.) the dry basin of a fountain. Here we ascend the steps to the right and follow the ravine. — A new road leads along the fjord to the S.E. of the Nørvø and in the direction of Sjøholt (p. 194), passing the pretty villas of the Aalesund merchants and affording a fine view of the mountains of Søndmøre. A little to the S. of this road, 6 Kil. from Aalesund, is the church of *Borgund*, founded in the 11th cent., restored in 1869 (cariole 2, gig 3, carr. and pair 6 kr.). Near it once lived Hrolf Gangr ('Rolf the Ganger'), the conqueror of Normandy.

The STEAMBOAT TRAFFIC of Aalesund is considerable. The coasting steamers of the *Bergen* and *Trondhjem* line (pp. 168, 171), and the Søndmøre steamers to *Hellesylt* and *Geiranger* (pp. 194, 193; four times weekly), to the *Jørundfjord* (p. 191; thrice weekly), and to *Molde* and the *Romsdal* (pp. 197-199; six times weekly) are mentioned in other parts of the Handbook. Another line, of service to tourists, is that —

FROM AALESUND TO EIDSAA AND AAHJEM (twice a week). To *Hareide*, the first station, and the *Vartdalsfjord*, see p. 195. *Søre Vartdal*, the second station, lies about halfway through this fjord or strait. Passing the *Liadalshorn* (3510 ft.), we enter the *Ørstenfjord*, at the head of which (3 hrs. from Aalesund) lies —

Ørstenvik (**Svendsen's Hotel;* slow station), at the mouth of the well cultivated *Ørstendal* or *Aamdal*, watered by the *Ørsten-Elv*. To the N. rises the *Saudehorn* (4330 ft.; easy ascent, 5-6 hrs. there and back), commanding a fine view of the Søndmøre Mts. Another point of view is the *Melshorn* (2740 ft.; a much shorter ascent). From Ørstenvik to the Jørundfjord, see below.

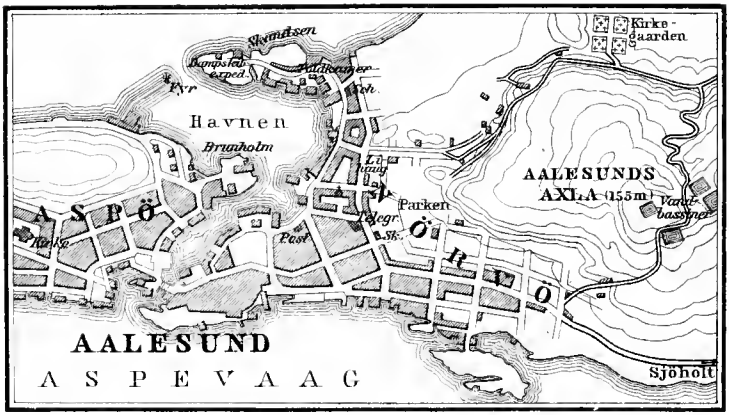
From Ørstenvik to Volden by road (11 Kil.), a drive of 1¼ hr.; the steamer, rounding the peninsula between the Ørstenfjord and the *Voldenfjord*, takes 1¼-2 hrs.

Volden (*Næss's Hotel*) lies near the slow skyds-station of *Rødsæt* (good quarters), on the E. bank of the Voldenfjord. Route to the Jørundfjord, see below.

Then, several small stations, beyond which, once a week, the steamer goes on to *Eidsaa* on the *Søvdefjord* (p. 170) and *Aahjem* on the *Vanelvsfjord* (p. 170; 5¼-5½ hrs. from Volden).

The *ROADS TO THE JØRUNDFJORD from Ørstenvik and from Volden form the finest approaches to it from Aalesund. Valleys with rich vegetation; mountains strikingly picturesque. — From Ørstenvik the old road leads by (10 Kil.) Vatne and through the Bonddal (p. 197). The new road leads through the Follestaddal. Both roads first ascend the beautiful Ørstendal, in view of a fine mountain-background, to the gaard *Aam* (5 Kil. from Ørstenvik), at the mouth of the **Follestaddal*. We ascend the latter, keeping in view of the grand *Kolaastinder* (p. 192), whence a glacier dips to the E. At the gaard *Kolaas* (8 Kil. farther on) the *Romedal* diverges to the left. From Kolaas we ascend the *Standalseid;* at the top we get a splendid *View of the Kolaastind behind and the peaks of the Jørundfjord before us. Then down the *Standal* to (8 Kil.) *Store Standal* (steamboat station; no quarters; p. 192). Lastly, row to Sæbø, 8 Kil.

FROM VOLDEN the road crosses the lofty *Kløvdalseid* (984 ft.), and at the gaard *Brautesæt* joins the road from Ørstenvik viâ Aam (see above), at the N. end of the *Vatne-Vand*, the E. bank of which it skirts.



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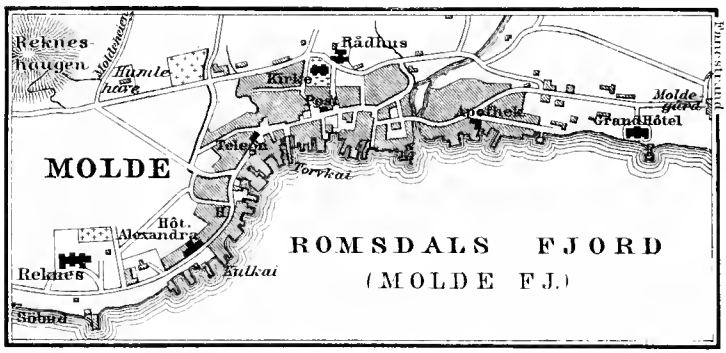

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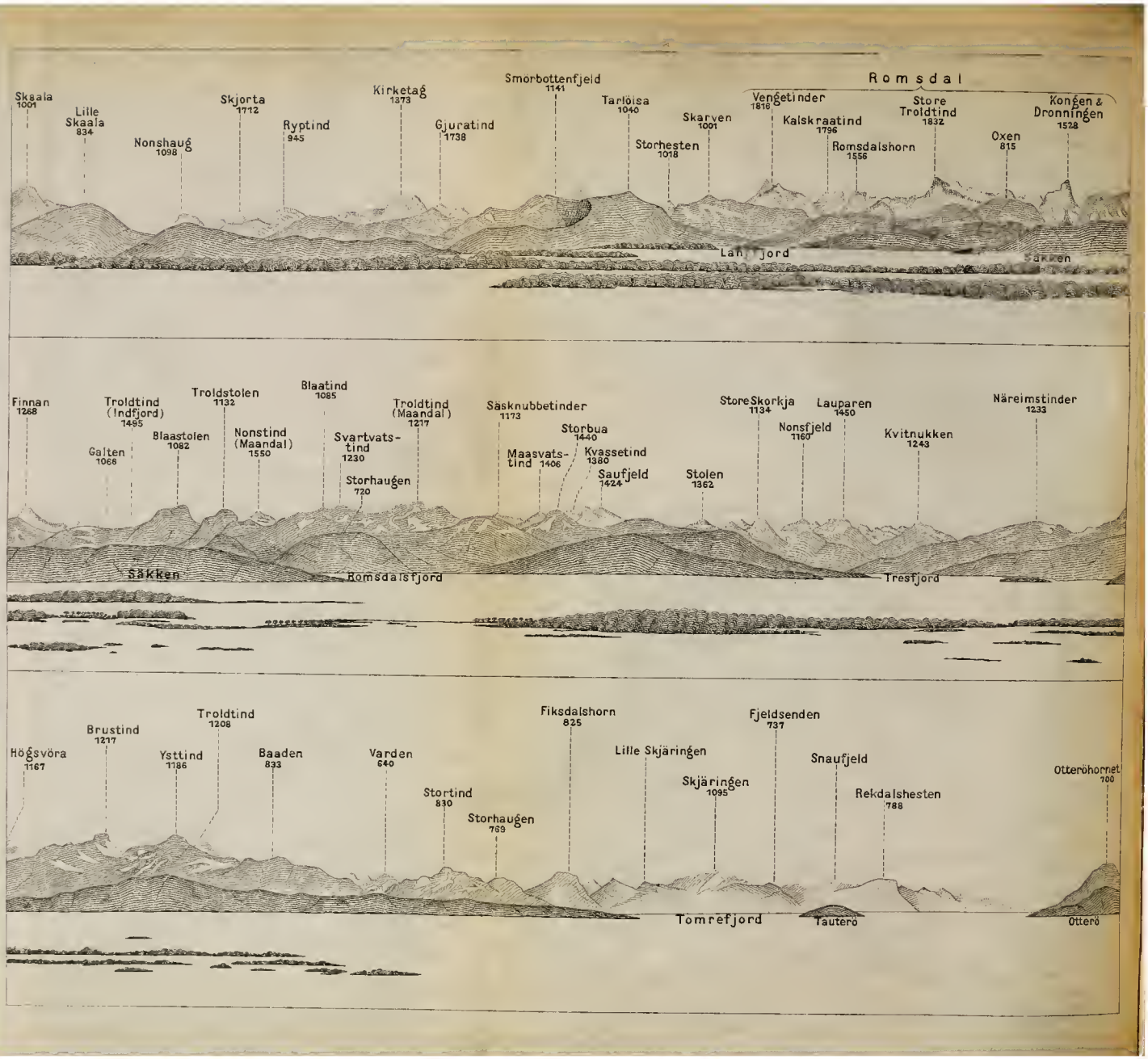
NORDL. SÖNDMÖRE & MOLDEFJORD

Kristiansund
Todal
Sundalen
Molde
Ide-Fj.
Fane-Fjord
Lang-Fjord
Romsdalsfjord
Eikisdalsvand
Midfjeld
Kleve
Bolsö
Sekken
Vestad
Ottestad
Rödven
Veblungsnäs
Romsdalshorn
Troldtinderne
Storhesten
Sylte
Storfjeld
Bjurstadfj.
Kjörsäthorn
Troldkirk
Björneggen
Neskopeg
Fugledal
Sunndal
Opdal
Oppen
Aura Elv
Bronhö
Storhö
Midhö
Bodhö
Kolhö
Tua
Besten
Högstol
Laupahen
Finnan
Rangaahögd
Sangroeggen
Kalbottd
Storflaa
Röjrhö
Rödnyrhö
Gruahö
Slaathö
Storglambba
Skjorta
Kleppen
Klevhö
Ramnadahlr.
Svarthö
Lihorn
Blaafj.
Digermulen
Tussen
Dua
Jebba
Vattafj.
Nonshg.
Rögeli
Flaanbed
Utvundgjelet
Öksendalen
Sundals
Hoem
Jurafj.
Sæternebba
Storbrä
Snetind
Midtfonn-tind
Bjørktind
Troldfj.
Torbuhö
Ramnahö
Wagner & Debes, Leipzig
Kilom. 1:1.500.000


Romsdal
Skaala 1001
Lille Skaala 834
Nonshaug 1098
Skjorta 1712
Ryptind 945
Kirketag 1373
Gjuratind 1738
Smörbottenfjeld 1141
Tarlöisa 1040
Storhesten 1018
Skarven 1001
Vengetinder 1818
Kalskraatind 1796
Romsdalshorn 1556
Store Troldtind 1832
Oxen 815
Kongen & Dronningen 1528
Lanefjord
Säkken
Finnan 1268
Troldtind (Indfjord) 1495
Galten 1068
Blaastolen 1082
Troldstolen 1132
Nonstind (Maandal) 1550
Blaatind 1085
Svartvatstind 1230
Storhaugen 720
Troldtind (Maandal) 1217
Säsknubbetinder 1173
Maasvatstind 1406
Storbua 1440
Kvassetind 1380
Saufjeld 1424
Stolen 1362
Store Skorkja 1134
Nonsfjeld 1160
Lauparen 1450
Kvitnukken 1243
Näreimstinder 1233
Säkken
Romsdalsfjord
Trefjord
Högsvöra 1167
Brustind 1217
Ysttind 1186
Troldtind 1208
Baaden 833
Varden 640
Stortind 830
Storhaugen 769
Fiksdalshorn 825
Lille Skjäringen
Skjäringen 1095
Fjeldsenden 737
Snaufjeld
Rekdalshesten 788
Otteröhornet 700
Tomrefjord
Tauterö
Otterö

13 Kil. *Vatne.* Then uphill, and past the gaard *Osvold*, at the mouth of the *Bjørdal*, to the pass (919 ft.), where the Jørundfjord Mts. come in sight. Next down the **Bonddal**, flanked by the *Veirhalden* (4013 ft.) and the *Grøtdalstind* on the left, and the *Aarsethorn* (4498 ft.) and *Storhorn* (4490 ft.) on the right, and past several gaards. By the gaard *Hustad*, on the Storhorn, high up on the right, is the ravine *St. Olafsdal.*

14 Kil. (pay for 19, in the reverse direction for 20) *Rise* (good station), 1/4 hr. beyond which is the steamboat-station *Sæbø* (p. 192). Row to *Øie* (p. 191; 10 Kil.; order boat as early as possible).

From Sjøholt to Molde. — A good supply of carriages meets the steamer (p. 194). The road ascends the *Ørskogdal*, finally gaining a moorland plateau with a small lake. The numerous huts are so-called *Loer* for sheltering the hay; the long poles are to mark the route in winter. At the top is the tourist-hut of *Ørskogsfjeldet* (coffee, 'brus'). We cross the boundary between Bergens-Stift and Trondhjems-Stift and descend into the *Skorgedal.*

15 Kil. *Ellingsgaard* (575 ft.; fast station, but scanty fare). To the right is the *Brustind*, to the left the *Ysttinder.* The valley becomes less dreary. At *Viken* the road reaches the picturesque *Tresfjord*, the W. bank of which it skirts, passing several gaards. We cross a bridge over the mouth of the narrow *Misfjord* and reach —

11 Kil. *Vestnæs* (p. 199; 3 1/4 hrs.' drive from Sjøholt), whence steamers ply once or twice daily to Molde and to the Romsdal.

27. Molde and the Moldefjord.

Arrival. The main pier adjoins the Hôtel Alexandra (steam-launch to the Grand Hôtel, with luggage, 25-50 ø.). The fjord-steamers also land at the Torv and the Grand Hôtel.

Hotels at Molde (often overcrowded in the season): *Grand Hôtel, finely situated at the E. end of the town, with baths, R. from 2, B. 1 1/2, D. 2 1/2, S. 1 3/4 kr.; English spoken. This hotel keeps a steamer for excursions (60 kr. per day). — *Hôtel Alexandra, at the W. end of the town, with baths, R. from 1 1/2, B. 1 1/2-2, D. 2 1/2, S. 1 1/2 kr. — *Søstrene Holm (Pl. H), without view, R., B., or S. 1, D. 1 1/2 kr.; Andersen's Private Hotel. — When the hotels are full, decent quarters may be had in private houses (1 kr.). — Sea Baths, 1/4 M. to the W. of the Hôtel Alexandra (25 ø., towel 7 ø.; reserved for ladies 9-11.30 and 2-5). — Post & Telegraph Offices (see Plan). — British Vice-Consul, *Mr. P. F. Dahl.* — *English Church Service* in summer at the parish-church.

Steamers to *Bergen* and to *Trondhjem*, each about 11 times a week, to *Aalesund* 17 times (incl. the Bergen steamers); to places on the Moldefjord, see pp. 199, 203. — Careful enquiry should be made as to the hours and places of departure.

Molde, a thriving little town of 1600 inhab., and a great summer resort, is pleasantly situated on the N. bank of the *Moldefjord*, at the foot of green slopes backed by higher hills. Thus sheltered from the N. and W. storms, the vegetation is surprisingly luxuriant, though Molde is nearly 3° of latitude to the N. of St. Petersburg. Roses abound, and some of the houses are overgrown with honeysuckle. Mingling with the pine and the birch are seen horse chestnuts, limes, ashes, and cherry-trees. — The *Church* contains a picture by Axel Ender, representing the Women at the Sepulchre

The great attraction of Molde is the noble survey it commands of the wide expanse of the fjord and the long chain of mountains to the S. and S.E., with their rocky peaks and snow-flecked sides. The most picturesque point of view is the ***Rekneshaug** (260 ft.), a hill laid out in promenades to the N.W. of the town (near the *Humle Have*, a pretty private garden), to which we may ascend from the Alexandra Hotel in 1/4 hr., or from the Grand Hôtel by the upper road, passing the church, in 20 minutes. At the top is a pavilion, with a mountain indicator. In the foreground lies the town, at the foot of green hills, beyond which stretches the beautiful fjord, broken by the long islands of Gjerø, Sætrø, and Faarø. Our Panorama (p. 197), though taken from a slightly higher standpoint, will serve to identify the heights in the background.

Between the Humle Have and the Rekneshaug a bridle-path, indicated by a finger-post 'til Varden' and by a second 6 min. farther on (where we turn to the right through a white fence), ascends past a refreshment-stall with a flagstaff to the (1 hr.) top of the ***Moldehei** (1350 ft.), with a refuge-hut (not always open) and a huge vane. The view is more extensive but less picturesque than that from the Rekneshaug. To the W. we descry the open sea.

A charming walk or drive may be taken, towards the E., through the fine avenue on which the Grand Hôtel is situated, passing the *Moldegaard* (r.), to the ***Fanestrand** or *Fannestrand*, where the rich vegetation of Molde is seen to advantage. The road is shaded with birches, ashes, maples, larches, and other trees, and is flanked with pleasant gaards, villas, and gardens (among which is Consul Johnson's *Buen Retiro*, 1 1/2 M. from the Grand Hôtel; visitors admitted). All the way we enjoy a fine view, towards the S., of the fjord and the distant mountains. At *Aarø* and *Eikrem*, 5 Kil. from Molde, the road becomes less frequented; *Strande* (p. 203) is 4 Kil. farther on.

To the N.E. of Molde rises the **Tusten** (2285 ft.; 3 hrs.; guide advisable). We go to the E. end of the town, cross the brook, and ascend its bank, past a few houses and through sparse wood. The barren Tusten forms the background of the valley. After 3/4 hr. the valley divides; we keep to the right, and (1/4 hr.) cross a bridge, beyond which we follow a path through thin wood straight towards the top. The dead and dying pines, with their silver-grey trunks, on the (1 1/4 hr.) upper margin of the wood, are very picturesque. Thence to the top about 20 min. more. Alpine flora. Very extensive view, embracing the fjord and the mountains to the N., E., and S., and the vast Atlantic to the W.

To THE TROLDKIRKE, a day's excursion from Molde by carriage (stolkjærre there and back 6, 2 pers. 9 kr.; carr. and pair 12-14 kr.). We ascend the *Aarødal*, which diverges from the Fanestrand (fine retrospect of the Moldefjord from the top of the hill), and then descend through the *Malmedal* to the *Malmefjord* and the skyds-station of (20 Kil.) *Julsæt*. We then ascend again and farther on leave the *Indre Frænen* road to the left. At the gaard of *Varhol* (5-6 Kil. from Julsæt, a drive of 4 hrs. from Molde) we obtain a guide and torches for a visit (2 1/2-3 hrs.) to the ***Troldkirke**, a cavern in a brilliantly white vein of limestone in the *Tverfjelde*, 70-80 yds. long, 7-10 ft. wide, and 7-22 ft. high.

a. Excursion to the Romsdal.

STEAMBOAT from Molde to *Aandalsnæs* (or *Næs*) about 14 times a week, in 2½-5 hrs. (fare 2 kr.-2 kr. 30 ø.; same fare to Vestnæs). — ROAD from Næs to the *Romsdal*. Pleasant to walk from Næs to (27 Kil.) *Flatmark* and to drive back (or even to *Ormeim*, 38 Kil.; but better in this case drive both ways). It is scarcely feasible to visit the Romsdal from Molde and to return to Molde in one day. Better, after seeing Molde, leave it altogether for Næs or some other station in the Romsdal.

Instead of taking the direct steamer to Næs, we may go by another (p. 202) to *Alfarnæs* or to *Læreim*. drive or walk to *Thorvik*. and row across to Næs (comp. p. 204). — Mountain-passes between the Romsdal and the *Eikisdal*, see pp. 200, 206.

The vessel steers to the S., affording a fine view of the mountains, backed, at the head of the Tresfjord, by the Laupare (p. 194), with the huge snow-field in the depression. In 1 hr. we reach —

Vestnæs (**Hotel Vestnæs*, ¼ M. from the pier, with view, R. 1½, D. 2, S. 1½ kr.), on the W. side of the entrance to the *Tresfjord*, a deep bay set in wooded hills and bare rocky peaks. The road to Sjøholt begins here (p. 194). A steamer ascends the Tresfjord, twice a week, to *Viken* and *Sylte* (whence a road up the *Kærseimsdal* leads to Vagsvik on the Storfjord, 17 Kil.; p. 194), and down by *Dougstad* and *Vikebugt*.

We steer to the E., past *Gjermundnæs*. To the left is the island of *Sækken*, on which lies *Vestad* (called at twice weekly). Fine view up the Langfjord, with the Skaala on its N.W. bank (p. 203). On the right, the populous *Vaagestrand*, with its white church, and the station *Ræstadbygd*. To the E. towers the wooded *Oksen* (2674 ft.); to the right of it, in the distance, appear the furrowed Vengetinder. Some of the steamers enter a small bay at the foot of the Oksen and call at **Nordvik**, or *Norvik*, whence a road, passing the church of *Eid*, crosses to the Rødvenfjord (p. 204).

On the S. bank rise the *Troldstole* (3714 ft.), chief of which is *St. Olafs-Stol*, with a 'Botn' enclosed by two hills. Several of the steamers next call at **Vold**, with its old timber church, situated at the mouth of the fertile *Maandal*, backed by snow-mountains.

We steer past the mouth of the *Indfjord*, and approach the grand mountains of the S. bank, foremost of which is the *Skjolten* (3440 ft.), with the waterfall of *Skjolen*. A fine view of the *Smørbottenfjeld* (3765 ft.) is disclosed to the N., and, to the S., of the Romsdal Mts.: the Vengetinder, the Kalskraafjeld (p. 202), looking disproportionately small in the distance, with its glacier, and the fissured Romsdalshorn. These mountains average nearly double the height of those of Wales and Westmorland.

Veblungsnæs. — ONSUM'S HOTEL, at the pier; *ROMSDAL HOTEL, a few minutes farther on, R., S., B. each 1, D. 1 kr. 20 ø.; no view from either. — TELEGRAPH OFFICE, opposite Onsum's. — CONVEYANCES (Tariff 1) await the steamboat. The skyds-station is at Sætnes (p. 200).

Veblungsnæs, situated at the foot of the *Sætnesfjeld* (3900 ft.), to the S. of the influx of the *Rauma* into the Romsdalsfjord, is less

important as an entrance to the Romsdal than the opposite station of Aandalsnæs, at which several of the steamers call first. To the E. of the village is the church of *Grytten*, an octagonal timber building. Just beyond it the road forks: the branch to the left, crossing a long bridge, leads to Næs; that to the right leads past the houses of *Sætnes* to a military camp and rifle-range. These lie on an ancient coast-terrace, commanding a fine view of the Isterdal. We may cross another sandy terrace to the left and proceed viâ the gaard of *Sogge* to *Fiva*, on the Romsdal road, 4½ M. from Veblungsnæs.

The steamer passes the broad mouth of the Rauma and steers round the promontory on its N. side to —

Aandalsnæs. — GRAND HÔTEL BELLEVUE, a large timber house on a height, 5 min. from the pier, with view of the Romsdal, R., B., S. each 1½, D. 2, pension 5 kr.; adjacent, LOSSIUS'S HÔTEL BELLEVUE, similar charges; nearer the pier, *ROMSDALSHORN HOTEL, R. 1½, B. or S. 1¼, D. 2 kr. — *HÔTEL HOLGENÆS (carr. at the pier), see p. 201.

CONVEYANCES await the steamboats (Tariff 1). — DILIGENCE to Otta, see p. 67.

Aandalsnæs, usually called *Næs* or *Nes*, situated on the *Isfjord* (steamer several times weekly), to the N. of the mouth of the *Rauma*, is the chief approach to the Romsdal and well suited for a prolonged stay. The nearest height is the *Mjelvafjeld*, the N.W. spur of which is also called *Næsaxlen*. Farther off is the *Storhest*. To the right of the Næsaxel we look up the Romsdal with the Vengetinder, Romsdalshorn, and Troldtinder, and to the right of these into the Isterdal and towards the Sætnesfjeld; to the W. rise the Troldstol and the Blaatind; to the N. the heights of the Blaafjeld; to the E., in the distance, the Gjuratind and other Eikisdal peaks.

EXCURSIONS. To the *Romsdal*, see p. 201. — To the **Isterdal*, as far as the *Isterfos*, and up the *Stégane* to the *Stegafjeld* (p. 193). — Row to *Thorvik* (p. 204; boat-skyds; 3 hrs. there and back), and in 1 hr. ascend a fine point of view above the Gjersætvatn.

FROM NÆS TO ØVERAAS ON THE EIKISDALSVAND, a walk of 7-8 hrs., parts of it somewhat trying, especially in wet weather. We drive by skyds along the S. bank of the Isfjord (with view of the *Snortunge*, 3444 ft., and other mountains to the N.), pass *Sten*, the terminus of the Romsdal steamer, and reach the E. end of the fjord. Here we cross the *Isa-Elv* or *Hens-Elv*, on the right bank of which (to our left) lies the church of *Hen*. Hence a hilly road leads up the well-cultivated **Grøvdal**, passing the gaards of *Kavli* and *Unheim*. To the right we have a fine view of the *Vengedal*, the Vengetinder, and (to the right of the last) the Romsdalshorn. In front are the abrupt *Moanebba* and the *Sæternebba*. The road ends (a drive of 1¼ hr. from Næs) at the gaard of —

15 Kil. (pay for 17) *Grøvdal*, the owner of which (Ed. Grøvdal) acts as guide (to the Meringdals-Sætre 4-5 kr.). — As seen from Grøvdal, the valley appears closed by the *Nyhøitind* (5215 ft.), with its large snow-field, and the *Gjuratind* (5700 ft.), to the S.W. of it (summit not visible). The ascent of the Gjuratind, first made in 1884, requires (there and back) 9-10 hrs. and is described as difficult (especially towards the end) but highly remunerative.

From Grøvdal we walk, crossing two bridges, to (½ hr.) the *Grøvdals-Sætre*, where the ascent becomes steeper. The path at first keeps to the left bank but crosses to the right by a small bridge after 1¼ hr. Farther on (red and white marks) it turns to the left and climbs to the pass of the *Rendølsskar* (ca. 3 hrs. from Grøvdal). We descend over snow and

Ur', passing to the left above the *Svartevand*, which is commanded by the rocky wall of the *Hesten*. About 1 hr. after leaving the top of the pass we come into view of the Eikisdalsvand, with the Gogsøre (p. 205) to the left and the Vikesakisen (p. 206) to the right. At the *Meringdals-Sætre*, 1½ hr. from the Røndølsskar, the path becomes more distinct. Øveraas is continually in sight. In 20 min. we cross the stream to the left, at a point indicated by 'varder', and soon reach the landing-place of the small boat, which is summoned by a shout of 'hoio botf' from above.

Øveraas, see p. 205.

The ***Romsdal**, or valley of the *Rauma* (p. 69), is one of the most famous in Norway. The road from Næs descends to the right bank of the river and (2 Kil.) unites with that from Veblungsnæs (p. 199; 3 Kil. distant). It then ascends on the right bank of the stream, through park-like scenery (alders, birches, ashes), flanked with high mountains. On an eminence to the right, 3 Kil. from Næs and nearly surrounded by the Rauma, is the **Hôtel Holgenæs*, affording views both up and down the valley. Farther on, to the left, is the gaard of *Aak*, now the residence of Mr. H. O. Wills, the well-known tobacco-manufacturer of Bristol. To the right, beyond the stream, opens the *Isterdal*, with its peaks: on the W. side *Bispen* ('the Bishop') and *Søstrene* ('the Sisters'; 3095 ft.), and on the E. *Kongen* ('the King'; 5013 ft.). A little farther on, a road diverging to the right leads across the Rauma to *Sogge* (comp. p. 200). On our road lie the gaards of *Hole* and *Venge*, opposite which is the gaard *Fiva*, in a grove of birches. On the E. side of the valley, scarcely visible from the road, are the picturesque *Vengetinder* (5960 ft.), adjoining which and dominating the landscape towers the huge ***Romsdalshorn** (5100 ft.), usually known as *Hornet*.

The ASCENT OF THE ROMSDALSHORN (one day), first made in 1827, is not very difficult, though rather dangerous, and it is impossible after snow. We ascend the *Vengedal* (here practicable for driving), and climb to the peak from the W. side. *Mathias Soggemoen* and *Erik Nordhagen* of Gryten are recommended as guides. — The ascent of the highest VENGETIND, first accomplished by Mr. Wm. C. Slingsby in 1881, is not quite so difficult. It takes 8-10 hrs. from the *Venge-Sæter* (there and back). The view is said to be very fine. — The MJØLNIR, which Mr. Slingsby (1885) describes as one of the steepest mountains in Europe, is extremely difficult (14-15 hrs.). It is best scaled from *Indre Dalen* (good quarters), a drive of 3 hrs. from Næs.

On the W. side of the valley rise the ***Troldtinder** ('witch-pinnacles'; 6010 ft.). Part of the crest is known as 'Brudefølget', or the bridal train. The highest peak may be ascended by the small glacier visible between Næs and Aak (difficult; ascended by C. Hall in 1882). The road leads close by the foaming Rauma. At one place, much exposed to avalanches in winter, the road is carried through the broad bed of the river by means of an embankment.

14 Kil. **Horgheim** (235 ft.; plain but good station) lies on an ancient moraine. The valley is wider here, its floor marshy. The slopes are strewn with the remains of avalanches.

We pass the gaards of *Mirebø* and *Trøene*, and, on the opposite side of the valley, *Rødningen, Alnæs*, and *Remmem*. Below Remmem (right) is a waterfall, and near the gaard of *Monge* (left) is the

beautiful *Mongefos*, descending from the *Mongegjura* (4230 ft.). Above this, not visible from the road, rises the *Kalskraafjeld* (5895 ft.), ascended from Flatmark. The sides of the valley are here 2000-3000 ft. high. Splendid view of the Troldtinder and the *Semletind* (5770 ft.) behind us. The road and the Rauma next thread their way through a chaos of rocks formed by a tremendous landslip. Beyond the church of *Kors*, not visible from the road, we reach —

12 Kil. **Flatmark** (station, good and reasonable), in a fertile and smiling part of the valley. Opposite rises *Skiriaxlen* (3745 ft.).

Scenery still fine, though less grand. On each side are waterfalls, shorn of their might in dry seasons: on the left the *Stygge-fondfos*, *Gravdefos*, *Skogefos;* on the right the *Døntefos*. To the S., above Ormeim, rises the *Middagshoug*. The Rauma is here dammed up so as to form a kind of lake. The road now ascends rapidly. To the right is the **Værmofos*, leaping nearly 1000 ft. from the W. side, majestic after rain and spring-thaws. Best view from a rocky knoll opposite the fall, on the right bank of the Rauma.

11 Kil. **Ormeim** (**Station;* view of the Værmofos from the back windows) is beautifully situated high above the Rauma. To the S., the *Alterhøi*, with its peak *Storhætten* (5940 ft.; ascent past the Værmofos 4 hrs.; two-thirds ridable; horse 4, guide 4 kr.).

From Ormeim to *Reitan* on the Eikisdalsvand, see p. 206.

Excursionists to the Romsdal from Veblungsnæs or Aandalsnæs usually turn at Ormeim or even at Flatmark, but the upper part of the valley is also very fine. About 4 kil. above Ormeim we come to a finger-post indicating the way to the **Slettafos*. We alight, cross the bridge above the fall, and ascend to the right by a rough path to a spot below overhanging rocks, where we have a fine view of the fall and hear its roar. The rocky sides of the gully have been worn by the water into deep cauldrons ('Jættegryder'; comp. p. 283).

The road runs high above the Rauma, which, often lost to view, receives several tributaries, chief of which is the *Ulvaa* on the right, the discharge of the *Ulvedalsvand*. We ascend the once dreaded *Bjørneklev* ('bears' cliff') in windings.

10 Kil. (pay for 11) **Stuefloten** (2050 ft.; **Station*, R. 1½, B. 1, D. 1½ kr.) is the first place in the Gudbrandsdal. Fine view from the height of *Toppen* (2 hrs.).

From Stuefloten a mountain-path ascends along the *Bøvra*, passes the high-lying gaard of *Bjorlien*, the three *Bæverland Lakes*, and the *Graver-vand*, and leads to *Finsæt* and the *Eikisdalsvand* (p. 205; 10 hrs., with guide).

To THE NORDDALSFJORD (p. 193), towards the W.: first by a road up the *Ulvaa* to the *Tungesæter* (quarters), at the E. end of the *Ulvedalsvand;* then across the fjeld and down the *Muldals-Elv* to the gaard *Muldal* (quarters), situated high above the *Tafjord* (p. 194).

The shortest route from the Romsdal to Jotunheim leads from *Mølmen*, the next skyds-station beyond Stuefloten, viâ the *Nysæter* to *Skeaker* (Røjshjem) in 2 days; comp. p. 151.

Road through the *Gudbrandsdal*, see pp. 69-67. As far as Domaas it is monotonous and tiring.

b. Excursion to the Eikisdal.

ROAD (fast stations) or STEAMER (thrice weekly; in 5¼-6¼ hrs.; private steamer of the Grand Hôtel, see p. 197) to *Nøste*, at the entrance of the Eikisdal. We either go by road and return by steamer, or the reverse. Three days should be allowed. We begin with the land-route: — 1st Day, to *Eidsvaag*. 2nd Day, walk and row to *Nøste;* walk or drive to *Øveraas;* steam in the little 'Eikisdalen' (fare 1 kr.; extra-trips, 1-5 pers. 10 kr., 6-10 pers. 15 kr., there and back) in 2 hrs., or row (with two rowers 5 kr. 64, with three rowers 7 kr. 20 ø.; return-fare double) in 3-3½ hrs. up the Eikisdalsvand to *Reitan-Utigaard*, and back to Nøste. 3rd Day, back to Molde by steamer. — If we begin with the steamer, we go on the first day to *Reitan-Utigaard;* spend the second night at *Eidsvaag;* and return on the third day to Molde. If the hours of the Sundal steamer (comp. below and p. 209) happen to suit, we may, instead of returning to Molde, go on to Eidsøren and thence to Sundalsøren or Christianssund. — To walkers may be recommended the pass to *Grevdal* and the Romsdalsfjord, as described at p. 200.

The LAND ROUTE FROM MOLDE TO NØSTE (67 Kil.) is attractive only on the *Fanestrand* (p. 198) and between Tjelde and Eidsvaag. The fare and accommodation at the skyds-stations are seldom first-class.

9 Kil. *Strande* (p. 198). We skirt the *Fanefjord*, bounded on the S. by the lofty *Skaala* (3590 ft.; so called from the 'skaala' or saucer-like depression on its N. side), and pass the gaards of *Lønsæt*, *Mjelve*, and *Hjelset*. At the last the route to Battensfjordsøren diverges to the N. (see p. 208).

13 Kil. *Eide* (tolerable quarters). — The fjord ends at the church of *Kleve*. The road follows the N. side of the valley.

9 Kil. *Istad*. A little beyond, the road forks: to the left to Angvik (p. 211), to the right to the Eikisdal. The latter road leads through the *Osmark*, a monotonous wooded district, overlooked by the grand Skaala on the right. Crossing the *Stor-Elv*, we pass the *Osvand* and the gaard of *Gusiaas*, and farther on the *Skjorsætervand*, with its gaard, and the *Sætervand*. Then a steep descent, with a beautiful view of the Langfjord and the snow-peaks to the S.

13 Kil. *Tjelde*, or *Tjelle*, on the *Langfjord*, whence we may row to Nøste (16 Kil., in 2½ hrs.). — The road leads E., pretty high above the Langfjord, and then descends, in full view of the Skjorta and other mountains to the S. We pass several substantial gaards.

9 Kil. **Eidsvaag** (**Hôt. Sverdrup*, 5 min. from the landing place) lies at the E. end of the fjord, here shallow and at low tide covered with sea-weed. Boat-skyds from Eidsvaag to (14 Kil.) Nøste with two rowers 3 kr. 92, with three 5 kr. 60 ø.

A road, ascending beyond the church of Eidsvaag and the undermentioned bridge, and affording a fine retrospect of the whole of the Langfjord, leads across the *Tiltereid* to (8 Kil.; 1½ hr.) **Eidsøren** on the *Sundalsfjord* (p. 209), where there is a modest inn near the landing-place of the steamer. Boat-skyds to (23 Kil.) *Sundalsøren* (p. 209) with two rowers 6 kr. 44, with three 9 kr. 20 ø.; to (11 Kil.) *Koksvik* (p. 209) 3 kr. 92, 5 kr. 60 ø.

About ½ M. to the E. of the Hôt. Sverdrup our road reaches the *Eidsvaagkirke* and crosses a river entering the E. end of the

Langfjord. It then skirts the right bank of the fjord, and passes the parsonage of (5 Kil.) *Næsset*, where the novelist Bjørnson spent part of his youth. It then becomes very hilly, with pretty views of the *Eirisfjord* on the right and the *Skjorta* on the left (see below). About 4 Kil. from Næsset it passes the two gaards of *Ytre* and *Indre Bogge* (steamboat-station), and at (3 Kil.) *Bredvik* it ends. It is better to take boat-skyds from Ytre Bogge to (6 Kil.) Nøste.

14 Kil. (from Eidsvaag) *Nøste* (p. 205).

The STEAMBOAT FROM MOLDE TO NØSTE steers to the E., between the Fanestrand (p. 198) on the left and the island of *Bolsø*, with its church, on the right. Then past the promontory *Dvergsnæs*, sometimes calling at *Røvik;* to the S., round the *Sørnesje;* and to the E. again. On the right are the islands of *Sækken* (p. 199) and *Veø* ('holy island'), with its church. Stations: *Havnevik* and *Sølsnæs*.

We next steer across the mouth of the Langfjord, past the oddly shaped islet *Hestholmen* (S.E. of Veø), in view of the noble Romsdal Mts., to *Ottestad* and *Alfarnæs* (poor quarters at the station), one on each side of the entrance to the *Rødvenfjord*, up which a steamer plies to *Lærejm* or *Lerheim* (Hôtel Lerejm), at the S. end.

FROM ALFARNÆS TO NÆS IN THE ROMSDAL. The fine but somewhat hilly road, skirting the Rødvenfjord, leads through a beautiful region, well cultivated and studded with gaards. Opposite we see the church of Eid (p. 199) and the Oksen (p. 199). In the distance rise the Troldstole (p. 199). At the gaard of *Læreim* (see above; 9 Kil. from Alfarnæs) the road forks to Nordvik to the right, and to Thorvik to the left. The latter leads us up the *Læremsklévene*, where we suddenly get a striking view of the **Gjersætvatn*, a lake with a wooded island, in a crater-like basin; of the Skjolten (p. 199); to the left of it the sharp-pointed Vengetinder (p. 200); to the right the Sætnæsfjeld, the Isterfjelde, and the Indfjord Mts. To Thorvik ½ hr. more. The road descends on the N. side of the valley, ascends again through a narrow pass, and, leaving the hill of *Klungenæs* to the right, leads through pine-woods to —

14 Kil. **Thorvik**, on the Romsdalsfjord. The station, for boats as well as horses, lies high above the fjord, but we may drive down to the water.

From Thorvik by boat to (4 Kil.) *Veblungsnæs*, or to (6 Kil.) *Aandalsnæs*, see p. 200.

The steamer next enters the **Langfjord**, 30 Kil. long, 3 Kil. broad, on the N. bank of which towers the Skaala (p. 203; the 'skaala' not visible from this side). The S. shore, which we skirt, is mostly well cultivated, but monotonous. Stations: *Midtet* (also connected with Alfarnæs by road) and *Myklebostad* (good station for 'boat-skyds'), with the church of *Vistdal*, on a little bay, from which the *Vistdal* runs inland. On the bank are several boat-houses *(Nøst);* in the background, high old coast-lines and the snow-clad *Vistdalsfjelde*. The steamer passes the entrance of the Eirisfjord and calls at *Eidsvaag* (p. 203), at the E. end of the Langfjord.

The steamer now turns back for a short distance, rounds the *Næs*, and enters the ***Eirisfjord**. To the left, in the distance, is the *Storglanebba*. Before us rises the imposing **Skjorta* (5620 ft.) or *Hvitkua* ('white cow'). To the right, farther on, are the abrupt Gogsøre and (finally), in the background, the Sjødøla and the

Meringdalsnæbba (p. 206). The steamer calls at *Bogge* (p. 204), on the E. bank, and soon after reaches —

Nøste or *Nauste*, also called *Eirisfjordsøren* (**Eikisdal Hotel*, R., B., or S. 1½, D. 2 kr., English spoken; **Torjul's Inn*, plain, with the skyds-station), to the W. of the mouth of the *Eikisdals-Elv*. The white villa to the E. is occupied by an Englishman.

From Nøste a fjeld-pass, diverging to the right at the Eirisfjordkirke (see below), descends through the *Hornedal*, between the *Hesthaug* (3625 ft.) on the N. and the *Uglehaug* on the S., to *Grevdal* (p. 200; 8-9 hrs.).

The Øveraas road (suitable for walking; 1½ hr.) ascends the fertile valley watered by the Eikisdals-Elv, usually called the *Siradal*, and flanked with high mountains. To the left is the Skjorta, soon concealed by the *Gogsøre* or *Goksøira* (4325 ft.); to the right, in the background, the Meringdalsnæbba and the Sjødøla (p. 206). We pass (½ hr.) the *Eirisfjordkirke* or *Sirakirke*, lying a little to the left of the route. At a school-house, a little beyond the church, our road forks, both branches leading to the Eikisdalsvand. The one to the right emerges by the gaard of *Aasen*. The Øveraas road to the left, which we follow, crosses the broad river and runs up and down along its right bank, at the base of the Gogsøre. The top of the old moraine, separating the Eikisdalsvand from the Siradal and broken by the river only, commands a fine view of the valley and the fjord behind us. On the S. side of the moraine, 1 hr. beyond the church, are the gaards of —

8 Kil. **Øveraas** (fast station, with good quarters, R., B., or S. 80 ø., D. 1 kr.), ¼ M. from the N. end of the Eikisdalsvand.

From Øveraas to Grøvdal, see p. 200. We row across the outlet of the lake, follow the sæter-path on the left bank of the stream, then cross the latter and ascend past the Meringdals-Sæters, following the red and white marks (guide desirable).

From Øveraas to the Øksendal (p. 209), 7-8 hrs., with guide. We first follow the N.E. bank of the lake for some distance, then ascend a sæter-path to the E. to the *Ljosebotn-Sæter*, near the *Ljosebotnvand*. The route, now much steeper, traverses two snow-fields and then descends rapidly to *Branstad*, where it joins the Øksendal road.

The ****Eikisdalsvand** (197 ft.; steamer and small boats, see p. 203) fills a narrow rocky cleft about 18 Kil. in length. On both sides tower snowy and ice-clad mountains enlivened with waterfalls. Even in the beginning of August snow-patches stretch almost to the lake. At places, however, the slopes are clothed with pines and other trees, amongst which bears still lurk. Hazel-nuts abound, and are sold as 'Romsdalsnødder'. The lake is generally frozen over in winter, but the ice is seldom strong enough for driving on. Avalanches are frequent, and stones sometimes fall from the hills. Towards noon the lake is usually like a mirror, reflecting Fjeld and Fos in a curious double picture. The few dwellings on its banks are constantly menaced by the rocks above.

On leaving Øveraas, we see at first only a small part of the lake. To the left are the precipices of the Gogsøre and the *Aashammer*. To

the right, the gaard of *Meringdal*, commanded by the *Meringdals-næbba* and the *Sjødøla* (5610 ft.). The mountains soon recede, and the lake is in full view. High up on the left is the *Fløtatind* (5425 ft.). To the right the *Nyhøitind* (p. 200) peers above the Sjødøla. To the left, the waterfall of *Tongjem;* then, the two gaards of *Viken* (whence a path leads to the Lilledal, p. 209), with the *Vikesakisen* (5970 ft.) above. On the W. side is the *Ævelsbræ*, above which is the imposing peak of the *Gjuratind* (p. 200). Above the gaard of *Hoem* gleam the snow-fields of the *Hoemfjeld*, commanded by the *Hoemtind*. Farther on, to the right, is the *Rangaatind* (5225 ft.), to the left the *Aagottind* (5215 ft.) and the *Bjørktind* (4355 ft.).

In front of the Rangaatind, at the head of the lake, to the right, we now see the ***Maradalsfos,** a superb waterfall of the *Mardøla*, descending from an upland dale some 2500 ft. above the sea, leaping 650 ft. down a sheer cliff, rebounding in spray from the rock below, and re-appearing in two arms to form another great fall lower down. A finer view of the fall is obtained by landing, but the lower fall only is accessible (fatiguing ascent of $^3/_4$ hr.; from Reitan and back about 3 hrs.). Farther to the N. is another and apparently larger fall, leaping into the same basin.

The lake now trends to the S.E., and the gaard of Reitan comes in sight. Above the gaard is a beautiful veil-like waterfall, with the *Børfjeld* (4065 ft.) beyond.

The gaard of **Reitan** or *Reiten* (good quarters at *Halvor Reitan's Inn*) lies about 6 min. from the landing-place of *Eikisdal*, near the mouth of the *Aura-Elv*. About 6 min. farther up are the gaards of **Utigaard** (with 12 beds; young Utigaard is reputed a good guide) and *Opigaard* (fair quarters). — A pretty walk up the valley brings us in 20 min. to the *Eikisdal Chapel* (351 ft.), where the pastor of Næsset (p. 204) holds service four times in summer. Farther on are some mills (below us, to the left), driven by a small stream that springs direct from the earth. Near the bridge over the *Aura* is a salmon-fishery.

The road leads farther up the valley, passing many pretty gaards, to **Finsæt** (11 Kil. from Reitan; fair accommodation). Path thence (guide desirable, $^1/_2$-1 kr.) to (1 hr.) the *Aurestupe* or *Aurstaupa*, the falls of the Aura, issuing from the Aursjø. Hence we may ascend the Aura (with guide), following the 'varder', to the tourist-hut on the Aursjø (p. 210).

From Reitan we may ascend by a difficult fjeld-path, passing to the W. of the Evelsfonn, the Rangaatinder, the Hoemsfjeld, and the Gjuratind, to *Grøvdal* (p. 200; 10-11 hrs.).

From Reitan to Ormeim, in the Romsdal (p. 202), 8-10 hrs. (guide necessary). The ascent to the Fjeld is rather steep, especially for the first 3 hrs., following a brook and passing a waterfall opposite Reitan. We pass between the *Gjeitsiden* and the *Børfjeld* and reach the *Sandgrovskar*. At the top of the fjeld we traverse snow-fields, with the *Sandgrovhøgda* to the left and the *Sandgrovvande* to the right. Descent easier. No sæter until within $^1/_4$ hr. of *Ormeim* (see p. 202).

28. From Molde to Trondhjem.

Most travellers go from Molde to Trondhjem by steamer either direct or viâ Battenfjordsøren (p. 208), the latter route avoiding the exposed passage between Bud and Christianssund (see below). The land-routes (pp. 209, 211), especially the S. end of the Sundalsfjord and the Sundal (p. 210), offer many attractions; but those who have seen the Romsdal and the Nordfjord must not expect to find here a heightening of scenic interest.

a. Direct Sea Route.

29 S.M. STEAMBOAT daily in about 12 hrs. (13 kr. 90, 8 kr. 80 ø.). Passengers subject to sea-sickness should start in the evening in order to get over the passage to Christianssund in the night. — The figures below show the distances from Molde to Christianssund, thence to Beian, and thence to Trondhjem (comp. p. vi).

Molde, see p. 197. — Soon after starting we steer to the N. into the *Julsund*. The islands of *Otterø* and *Gorsten* are passed on the left; the *Julaxel* (1810 ft.), on a headland, and later the pyramidal *Gjendemsfjeld* (2080 ft.) on the right. Leaving the *Moefyr* to the left, the vessel rounds the promontory of *Bud* or *Bod*, connected with Molde by a local steamer and by a road, and steers out to sea, unprotected by islands until it reaches Christianssund. Beyond the *Bodfjeld* we soon sight the headland of *Stemshesten* (2230 ft.), the S. boundary of the *Nordmøre*, and a little later the lofty *Tusterø* (p. 208). To the left lies the islet of *Fuglen* ('Bird Island'), with a beacon; on the right are several gaards at the base of Stemshesten (*Stemme*, *Hanæs*, etc.). Fine view of the snow-mountains of the Romsdal. We next pass the lights of *Kvidholmsfyr* and *Hestskjærsfyr* (a white building) on the right, and then steer between the Kirkeland (right) and the Inland (left) to —

12 S.M. **Christianssund.** — *GRAND HOTEL, new, R. 1½-2½, B. 1, D. 2 kr.; MØLLERUP'S HOTEL, plainer, cheaper, and well spoken of.

British Vice-Consul, *Mr. Gram Parelius*, Kirkelandet.

Christianssund, the capital of the district of Nordmøre, a rapidly growing town and important fish-mart, was founded in 1742 and contains 11,600 inhabitants. It lies on four islands, which enclose the harbour: *Kirkelandet*, to the S.W., with two churches and the hotels; *Inlandet* to the E.; *Nordlandet* to the N., with a church and fine woods; and *Skorpen* to the W., with the bare drying-places for the 'klipfisk', which are packed in 'voger' of 36 lbs. and exported chiefly to Spain. Steam-launches ply between the islands. From the harbour we may ascend the street to the right, and then visit the *New Church*, with pretty promenades and a fine view of the mountains. The market-place, where a band plays three evenings a week in summer, is adorned with a statue of *President Christie* (p. 115; a native of Christianssund), by Miss Ambr. Tønnesen (1893). The *Vardetaarn* is also a good point of view, ¾ M. from the market-place. About ¾ M. farther on is the large basin of the town waterworks, to which all the rain-water that falls

on the rocky ridge is led. — Off Christianssund, 15 Kil. distant, is the island of *Grip*, with a fishing population of 200.

Local Steamers abound. Thus, to the *Sundal*, see p. 209; to *Surendal-Todal*, see p. 211. To *Molde* and the *Romsdal* two or three times a week.

Beyond Christianssund the coast is sheltered by islands, but the larger vessels at first keep to the open sea. To the left in the distance is the lighthouse of *Grip*. To the right, the islands *Tusterø* (2920 ft.) and *Stabben* (2960 ft.), between which are seen the distant snow-mountains of the Sundal and the Eikisdal. We now steer within the islands. To the left, the *Edø;* beyond it, the low island of *Smølen*. To the right, the *Ertvaagø*. Scenery now monotonous. Farther on, to the left, through the *Ramsøfjord*, we look out to the open sea. We next steer into the strait of *Trondhjemsleden*, between the mainland and the large island *Hitteren*, a haunt of deer, with the station of *Havnen*.

The only station at which all the large steamers call is —

15 S.M. **Beian**, at the entrance to the Trondhjems-Fjord, whence travellers may go northwards without touching at Trondhjem (see p. 225). The district passed is fairly cultivated.

7 S.M. *Trondhjem*, see p. 212.

b. By Land to Battenfjordsøren and thence by Sea viâ Christianssund.

The skyds-drive to *Battenfjordsøren* takes about 5 hrs. (6½ kr.; two pers. 9½ kr.). The steamer (six times weekly) reaches Battenfjordsøren at 9 p.m. and leaves it at 4 a.m. Those who leave Molde in the afternoon may embark as soon as it arrives and spend the night on board. It is advisable to order stateroom and supper by a telegram addressed to the 'Dampskibsselskab Christiansund'. The passage from Battenfjordsøren to Trondhjem takes 13 hrs. (fare 10 kr. 60 ø.).

From Molde viâ *Strande* to (19 Kil.) *Hjelset*, see p. 203. The new road runs over the hill to the E. of the *Rauheia*, affording a good view of the mountains to the S. and passing the *Fursæt-Sæter*.

19 Kil. **Battenfjordsøren** *(Hôt. Kong Oscar)*, prettily situated at the S. end of the *Battenfjord* or *Botnfjord*.

The voyage across the Battenfjord to *Christianssund* (p. 207) takes 1½ hr. At the mouth of the fjord, to the W., lies the large gaard of *Gimnæs*. Farther on we pass between the islands of *Fredø* and *Averø;* on the latter rises the *Meknokken* (1690 ft.). At Christianssund we lie to for 1½ hr.

The rest of the voyage also avoids the open sea either wholly or in part. In the former case the steamer steers to the S. of the large islands of *Tusterø*, *Stabben*, and *Ertvaagø* (see above), calling at *Laurvik (Aure)* and *Vighals (Vikan)*. In the latter case we keep to the N. of these islands, following the route of the large steamers and touching at *Ædø* and *Magerø*. — *Beian*, where the two routes unite, and the entrance to the Trondhjem Fjord, see above. The voyage from Christianssund to *Trondhjem* (p. 212) takes 10-10½ hrs.

c. By Land through the Sundal.

This route is most conveniently accomplished in combination with the Eikisdal (p. 203). In this case we either, on the return from Eidsvaag (p. 203), proceed to the E. to *Eidsøren* and take the Sundal steamer (*Restaurant on board; thrice weekly; 2¼ hrs.) or boat-skyds (ca. 4 hrs.) to *Sundalsøren;* or we pass over the mountains from *Øveraas* (p. 205) to *Øksendalen*, and cross thence to *Sundalsøren* by steamer or boat-skyds (ca. 3 hrs.; in all 1 day). — From Sundalsøren a road with fast stations leads viâ Aune to (135 Kil.) *Støren*, on the Trondhjem railway (p. 76; 2 days).

The Sundal steamer starts from *Christianssund* (p. 207). The first part of the route is uninteresting. Stations: *Kristvik*, *Stensvig*, *Kværnæs*, *Gimnæs* (p. 208); then, beyond the mouth of the Battenfjord, *Torvig*, *Berge*, *Ødegaard*, *Hoem*, *Flemmen*, and *Sandvig (Gjul)*, where the **Sundalsfjord** begins. We here touch at *Koksvik i Thingvold* (p. 211; comp. Map, p. 196) and *Angvik* (p. 211), and reach (6 hrs. from Christianssund) —

Eidsøren (skyds-station; three beds), where the road from Eidsvaag ends (p. 203). Boat-skyds to (17 Kil.) Øksendalen with two rowers 4 kr. 76, with three 6 kr. 80 ø.; to (23 Kil.) Sundalsøren 6 kr. 44, 9 kr. 20 ø.; to (14 Kil.) Koksvik (p. 211) 3 kr. 92, 5 kr. 60 ø.

Beyond *Fjøseide* and *Jordal* we enjoy a freer *View of the S. part of the fjord, with its girdle of snow-capped mountains. In the first place, however, the steamer steers into the bay of —

Øksendalen or *Øksendalsøren (Wirum's Hotel)*, at the mouth of the valley of the same name, with two high mountains in the background. Through the valley runs a road to (14 Kil.) *Branstad* (p. 205; fjeld-path to the Eikisdalsvand). Boat-skyds from Øksendalen to (11 Kil.) Sundalsøren with two rowers 3 kr. 8, with three 4 kr. 40 ø.

The next station, on the E. bank of the fjord, is *Opdøl* or *Opdal*, the starting-point for a visit to the Inderdal.

From *Opdøl* (slow station) a road ascends through the *Virumdal* to *Dalsbø* and (14 Kil.) *Nedredal* or *Nerdal* (quarters; fjeld-route to Todalsøren, see p. 211). We then walk up the *Inderdal to the tourist-station *Inderdal* (bed 75, B. 40, D. 80, S. 50 ø.), where guides for several fjeld-ascents are to be had. The finest points are the *Skarfjeld* (6070 ft.), the pointed *Dalataarn* (4900 ft.; first ascended in 1889), and behind it the *Taarnfjeld* (6103 ft.). — From Inderdal across the fjeld to *Storfale* in the Sundal (p. 210), 5-6 hrs.

The Sundalsfjord increases in grandeur as we proceed. To the left rise the snow-capped *Evelsfonnhei* (5042 ft.) and the pointed *Hofsnibba* (5145 ft.), with the *Fonnenibba* to its left; in front towers the *Kalken* (6180 ft.), separating the Sundal from the Lilledal.

Sundalsøren (quarters at the Landhandler's) lies at the mouth of the *Sundals-Elv*, dominated on the N. by the Hofsnibba.

From Sundalsøren we row in ½ hr. to the gaard of *Trædal*, at the entrance of the *Lilledal, through which a road leads up to (9 Kil.) the gaard of *Lilledalen* (quarters at Ole Dalen's). Thence we ascend (a small part of the way very steep) to (5 hrs.) the **Holbu-Sæter**, on the *Holbuvand* (2585 ft.), where the new hut of the Christianssund Tourist Society offers food and four beds. A marked path leads hence past the *Osvand* (2730 ft.), *Langvand* (2740 ft.), *Sandvand* (2755 ft.; *Sandvaslaagen Sæter*), and *Torbuvand*

(2845 ft.), and over the ridge, to the N. end of the *Aursjø* (3490 ft.; 6 M. long), on the W. side of which are the three *Alf-Sæters* and a summer boarding-house. Skirting the E. bank, we reach, in 5 hrs. from the Holbuvand, the large and well-equipped **Aursjø-Hytte** or **Lesje-Hytte** (16 beds). In 2½ hrs. more we arrive at the *Gautbu-Sæter* or *Gautsjø*, whence we descend, passing the *Ylensvand* and at places skirting the *Jora*, the outlet of these lakes, to (2½ hrs.) *Holaaker*, in the Gudbrandsdal (p. 68).

At places the ***Sundal** almost rivals the Romsdal in grandeur. The first part is the finest. The views present themselves to best advantage on the descent from the Dovrefjeld (R. 10).

The road ascends on the right bank of the river, passing the *Sundalskirke*, and then crosses an old moraine, overgrown with birches. To the left are the picturesque *Vinjefosser*, formed by the outlet of the Evelsfonn. We cross this brook and then the Sundals-Elv. In the left rear we see the gaard of *Elvershøi*, belonging to an Englishman; to the right is the snow-flecked and glacier-seamed *Kaldfonna* (6060 ft.), which is also conspicuous farther on. The road ascends along an old moraine to a higher zone of the valley, crosses the stream issuing from the *Grødal* (right), and leads to the right close under the steep slope of the *Hoaasnibba*. At four of the most dangerous points here the traveller is warned by his skydsgut to drive quickly on account of the avalanches and stone-falls ('Sneeskred! Kjør til!'). Beyond the gaard of *Tyfte* the road returns to the right bank. On and beyond the bridge we enjoy a fine retrospect of the snow-fields of the Evelsfonn (p. 209). In 1½ hr. after leaving Sundalsøren we reach the gaard of —

19 Kil. *Fale* or *Storfale* (good quarters, R., B., & S. 3 kr.), on a hill to the left. Waterfalls descend on both sides of the valley.

The *Inderdal* (p. 209) may be reached from this point in 5-6 hrs. (with guide).

The serrated mountain that becomes more and more conspicuous as we advance is the *Romfogskjærringen*. We ascend a rocky barrier, shutting off the lower part of the valley; retrospect of the Evelsfonn. The road crosses the Sundals-Elv and passes the small red *Romfogskirke*. To the left, near the gaard of *Musgjerd*, are the long *Otheimfos* and the serrated ridge culminating in the *Skretind* (3850 ft.). The road recrosses the river by the *Otheimbro* (500 ft.), passes the gaards of *Gravem*, and skirts the steep S. slope of the Skretind. Opposite opens the *Grødal*. — After 2½ hrs. we reach —

17 Kil. *Gjøra* (good quarters). — A few kilomètres farther on, near the boundary of the Romsdals-Stift and the S. Trondhjems-Stift, the road becomes so steep, that most travellers will prefer to walk (comp. p. xxii). To the right is the deep gorge of the Sundals-Elv, or *Driva*, as it is called in the upper part of its course. The good road ends, and is replaced by a very hilly ancient road.

11 Kil. (pay for 14) *Sliper* (1805 ft.; poor quarters). — The next part of the road, under the *Sliperhovd* (3435 ft.), is also pleasanter for walking than for driving. On the E. side of the Sliperhovd opens the valley of the *Vindøla*, an affluent of the Driva, which the road

crosses at a saw-mill. On the left, visible at a long distance, is the church of *Lønset*, commanded by the *Vindalskinn* (4745 ft.). In the vicinity are numerous gaards. Farther on the road passes the prosperous gaard *Gravaune*, skirts the S. spur of the Vindalskinn, and runs through low woods. We soon come in sight of the long valleys and heights of the Dovrefjeld. The road crosses the *Festa*, which issues from a side-valley to the right and forms falls both above and below the bridge (2015 ft.). To the left, behind us, rises the *Horn* (5225 ft.), with a large snow-field.

15 Kil. (pay for 21, in the reverse direction for 18) *Aalbu* (1740 ft.; fair quarters), at the S. base of the *Dørremshovd* (2870 ft.), is reached by walkers in 4 hrs. from Sliper, driving taking almost as long.

A broad road, diverging to the S. at Aalbu, crosses the Driva, skirts (at places a mere footpath) the N. and E. sides of the *Svarthovd* (3125 ft.), crosses the Driva again, and reaches (ca. 2 hrs.) the Dovrefjeld road (p. 71) about halfway between Aune and Rise.

The road, still hilly, passes the *Opdalskirke* (2070 ft.), a timber structure of the 17th cent. with a conspicuous spire, situated at the foot of the *Ørsnipen* (4520 ft.).

11 Kil. *Aune* (p. 71), on the great Dovrefjeld road, about $1^3/_4$ hr.'s drive from Aalbu.

d. By Land viâ Angvik and Ørkedal.

This route traverses the *Nordmøre*, a district of which the attractions are highly rated by the Norwegians. It is conveniently combined with a visit to the Eikisdalsvand by going on from *Eidsøren* (comp. p. 209) by steamer or boat-skyds to *Koksvik i Thingvold*, whence Ørkedalsøren is reached in two days.

From Molde to (31 Kil.) *Istad*, see p. 203. Then, the slow stations of (11 Kil.) *Heggeim* and (11 Kil.) *Angvik*, a station of the Sundal steamer (p. 209). Hence by boat-skyds across the *Sundalsfjord* to —

6 Kil. *Koksvik i Thingvold* (good and moderate quarters), another station of the Sundal steamer. — We then take 'land-skyds' to (7 Kil.) *Bølsæt*, and 'boat-skyds' to (7 Kil.) *Stangvik* (good quarters), a station of the Christianssund and Todal steamer. Then drive to (15 Kil.) *Aasen*, near the steamboat-station of *Surendalsøren*.

The steamer from Christianssund plies to Surendalsøren and on to *Surendal* and *Todalsøren* thrice a week. Fjeld-route from Todalsøren to Nedredal, 5 hrs. (guide 4 kr.), see p. 209.

From Aasen we drive to (10 Kil.) *Haandstad* (74 ft.) and (15 Kil.) *Kvammen*. In the *Foldal*, which opens to the S. between Kvammen and the church of Rindalen, at a point about 10 hrs. from either of these places, the Trondhjem Tourist Club has built a chalet, to serve as headquarters for excursions in the fine district of *Troldheimen* (comp. the 'Reisehåndbog' of Carl Schulz mentioned at p. 217). — 17 Kil. *Rindalen* (470 ft.), with a church (quarters at Strand's, the baker). — 17 Kil. *Garberg i Meldalen*, the first place in Søndre Trondhjems-Stift. — 19 Kil. *Aarlivold* (good quarters, p. 72).

12 Kil. *Bak i Ørkedalen* (fair quarters). From Bak we may

either drive to (8 Kil.) **Ørkedalsøren** *(Rian's Inn)* and take the steamer thence for Trondhjem (2½ hrs.; six times weekly); or we may go on by road to (15 Kil., pay for 19) *Eli*, (10 Kil.) *Saltnæssanden*, and (8 Kil.) *Esp* or *Heimdal*, a station on the Christiania and Trondhjem railway (p. 76).

29. Trondhjem and its Fjord.

'*Det er saa fagert i Trondhjem at hvile*'.
'Tis so pleasant in Trondhjem to dwell.
(Burden of an Old Song.)

Arrival. The RAILWAY STATION lies to the N. of the town, by the harbour. The large STEAMERS are berthed at the W. quay of the Nedre Elvehavn. Carriages, hotel-omnibuses, and porters ('Bybud') with hand-carts ('Triller') await the trains and the steamers. — Bergenske and Nordenfjeldske Steamboat Office (Pl. 12), Kjøbmands-Gade 52, near the Bratørbro.

Hotels. *BRITANNIA *(P. A. Clausen)*, Dronningens-Gade, with garden and baths, R. from 1½ kr., A. 50 ø., B. 1¼-2¼, D. 3, S. 2 kr.; ANGLETERRE *(E. G. Thane)*, Nordre Gade, cor. of the Carl-Johans-Gade, also with baths, R. from 1½ kr., L. 40, A. 40 ø., B. from 1 kr. 40 ø. to 2¼ kr., D. 3, S. 2 kr. — *GRAND HÔTEL, corner of Krambod-Gade and Strand-Gade, R., L., & A. from 2, B. 1½, D. 2½, S. 2 kr.; *SCANDINAVIE, Krambod-Gade 14, at the harbour, nearly opposite the Grand Hôtel, unpretending, R. 1½, B. 1½, D. 1½-2 kr. — STRØM'S PRIVATE HOTEL, Nordre Gade 24.

Restaurants at the hotels. Also at the *Grand Café*, next door to the theatre; *Hjorten*, in the suburb of Ihlen, with concerts, D. 2, S. 1½ kr., well spoken of.

Cabs in the Torv: per drive within the town proper and the suburbs of Baklandet, Ihlen, and Elgesæterbro, for 1, 2, 3, 4 persons, 40, 60, 80 ø., or 1 kr., outside the town 70 ø., 1 kr., 1 kr. 20, 1 kr. 40 ø.; per hour 1 kr. 20, 1 kr. 50, 1 kr. 80, or 2 kr. 10 ø. Carr. and pair one-half more. Night fares (10-8) 50 per cent higher. Luggage up to 65 lbs. free (130 lbs. in two-horse cabs). No tariff for the environs. — **Omnibus** hourly (half-hourly in the afternoon) from Lademoen (p. 216) viâ the *Bækkebro*, the market-place *(Torvet)*, and the *Kongens-Gade* to *Ihlen* (p. 216; Hjorten); fare 10 ø.

Tourist Offices. *T. Bennett og Sønner*, Dronningens-Gade 12; *F. Beyer (E. Møller)*, Dronningens-Gade 16.

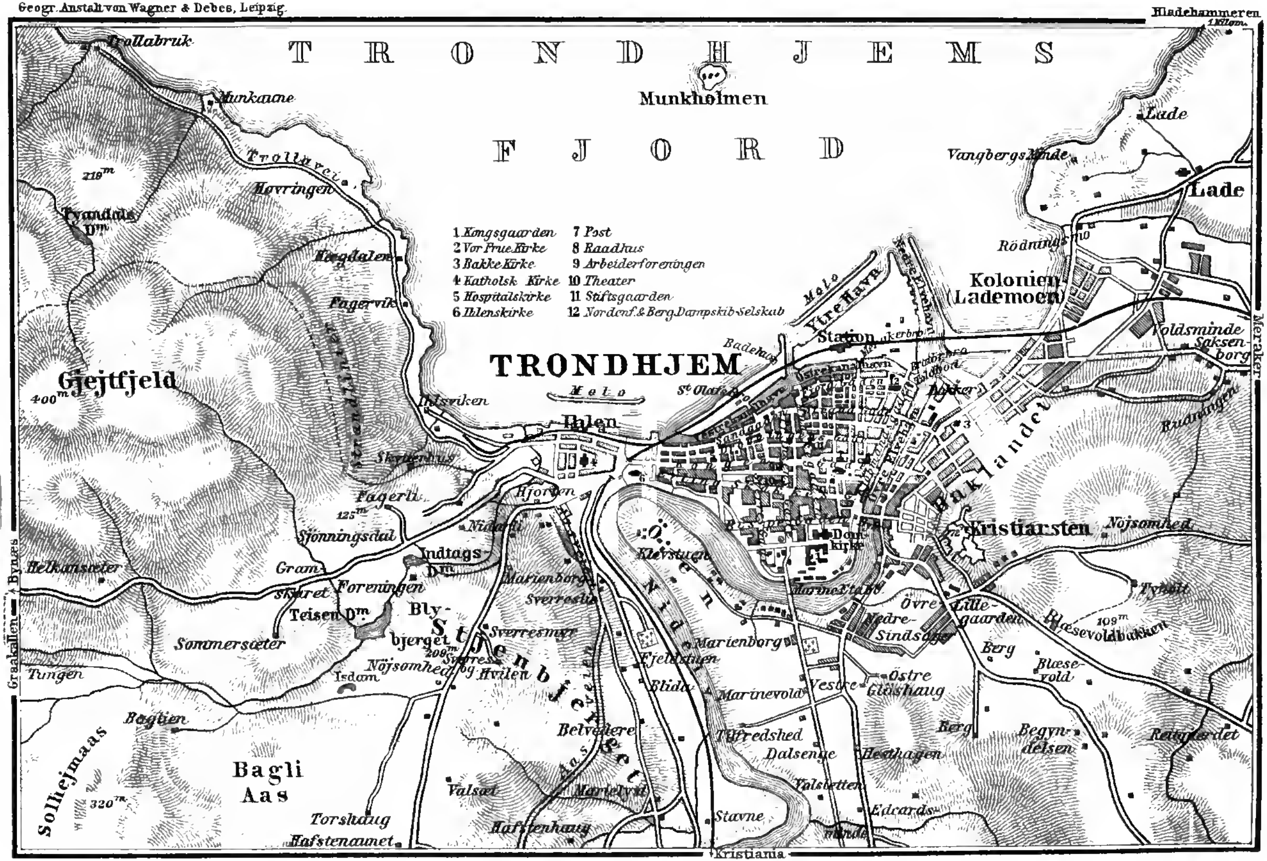
Post and Telegraph Office (Pl. 7) in the Nordre Gade, adjoining the Fruekirke (Pl. 2).

Banks (open till 1 p.m. only). *Norges Bank*, corner of Kongens-Gade and Kjøbmands-Gade; *Privatbank*, Søndre Gade 14; *Nordenfjeldske Credit-Bank*, corner of Dronningens-Gade and Søndre Gade; *M. H. Lundgren's Enke*, at the Torv; and others. Money may also be exchanged at *Mr. R. F. Kjeldsberg's*, the British vice-consul, corner of Strand-Gade and Søndre Gade.

English Church Service in the Hospitals-Kirke (Pl. 5), Kongens-Gade (Sun. 11.45 a.m., 5 p.m.).

Baths. Warm, vapour, and Turkish at Dronningens-Gade 1. — *Sea Baths* (for gentlemen 10-2.30 and 6-8 o'clock) to the W. of the railway station, 20 ø. (ferry 5 ø.).

Shops. Preserved meats, Cognac, etc., at *Kjeldsberg's*, Strand-Gade, and *Lundgren's*, Munke-Gade 26. — Furs, Antiquities, etc., at *Joh. Bruun's*, Strand-Gade 37, one of the best shops of the kind in Norway; eider-down 20-24 kr. per lb.; eider-down quilts 80-200 kr.; bear-skins 120-450 kr., according to size, colour, etc. — Carved wood, 'Tolleknive', embroideries, etc., at the depot of the *Norsk Husflids Venner* ('Friends of Norw. Domestic Industry'), Strand-Gade 9, and at *L. Hansen's*, Strand-Gade 35, next door to Bruun. — Ornaments, silver ware in the early-Norwegian style, copies in repoussé and chased work of the figures in the cathedral, etc., at *H. Møller's*,



Geogr. Anstalt von Wagner & Debes, Leipzig.
Hladehammeren
TRONDHJEMS
FJORD
Munkholmen
TRONDHJEM
1 Kongsgaarden
2 Vor Frue Kirke
3 Bakke Kirke
4 Katholsk Kirke
5 Hospitalskirke
6 Ihlenskirke
7 Post
8 Raadhus
9 Arbeiderforeningen
10 Theater
11 Stiftsgaarden
12 Nordenf. & Berg. Dampskib-Selskab
Trollabruk
Munkaune
Trollavei
Hovringen
Gjejtfjeld
400m
219m
Fagervik
Ilsviken
Ilen
Melo
Ytre Havn
Station
Badehus
Kolonien (Lademoen)
Lade
Vangbergs Minde
Rödnings
Voldsminde
Saksenborg
Meraker
Bakklandet
Kristiansten
Nöjsomhed
Öen
Nid
Marienborg
Fjeldstuen
Blida
Marinevold
Vestre
Östre Gløshaug
Nedre Sindsgaard
Övre
Lillegaarden
Blæsevoldbakken
109m
Berg
Blæsevold
Begyndelsen
Reitgjerdet
Tilfredshed
Dalsenge
Hesthagen
Valsetten
Edcards
Stavne
Kristiania
Belvedere
Steenbjerget
Aasveien
Valsæt
Hafstenhaug
Hafstenaamet
Torshaug
Bagli Aas
Solhejmaas
320m
Bagtien
Tungen
Graakallen
Bynæs
Helkansæter
Gram
Skaret
Foreningen
Teisen D.m
Sommersæter
Isdam
Bly-bjerget
209m
Nöjsomhed og Hvilen
Sverresminde
Sverresborg
Marienborg
Nidarö
Indtags D.m
Sjönningsdal
125m
Fagerli
Hjorten
Skytterhus
Strandlinier
Tyvandals D.m
Stt Olafs
Marine Etabl.
Domkirke

Dronningens-Gade 16, corner of the Nordre Gade. — Booksellers (photographs, maps, etc.): *A. Brun*, Kongens-Gade, corner of Nordre Gade, opposite the post-office; *A. Holbæk Eriksen*, Strand-Gade 17; *A. Stabel*, cor. of the Nordre Gade and Dronningens-Gade; *H. Moe*, Munke-Gade 44.

Trondhjem, or *Throndhjem* (pron. Trōnjĕm), German *Drontheim*, with 33,500 inhab., situated on a peninsula formed by the Trondhjems-Fjord and the river *Nid*, is the northernmost of the larger European towns, being situated in 63° 30′ N. lat., the same latitude as the S. coast of Iceland. In summer the climate is like that of the S. of England, in winter like that of Dresden. The river is rarely frozen over, the fjord never. Hence the rich vegetation. Many of the townspeople are wealthy, and they have long been noted for their kindly disposition. The district is called *Trøndelagen*, its inhabitants *Trønder*. To the E., S., and S.W. rise picturesque heights: E. the *Blæsevoldbakke*, terminating in the spur of *Ladehammeren;* S. and S.W. the *Stenbjerg*.

History. Down to the middle of the 16th cent. the name of the town was *Nidaros* ('mouth of the river Nid'; *Aa*, *Aar*, signifying 'river', and *Os*, 'estuary') or *Kaupanger i Trándhjem* ('merchant-town in Trondhjem'). Like Upsala in Sweden, Trondhjem, the 'strength and heart of the country', is the cradle of the kingdom of Norway, and it was here, on Bratøren, that the Norwegian kings were elected and crowned. Here, too, met the famous *Øreething*. So early as 996 *Olaf Tryggvason* founded a palace, and a church which he dedicated to St. Clement. *St. Olaf*, who is regarded as the founder of the town (1016), revived the plans of Olaf Tryggvason, which had been neglected after his death, and after the death of 'the saint' at the battle of Stiklestad (1030) a new impulse was given to building enterprise. For his remains were brought to Trondhjem and buried there, but afterwards transferred to a reliquary and placed on the high-altar of *St. Clement's Church*, where they attracted hosts of pilgrims. The St. Olaf cult gradually made Trondhjem one of the largest and richest towns in Norway, and gave rise to the erection of the cathedral and no fewer than fourteen other churches and five monasteries. At a later period terrible havoc was caused by civil wars, pestilence, sieges, and fires; and the pilgrimages, so profitable to the town, were put an end to by the Reformation. The reliquary of the saint was removed by sacrilegious hands from the altar in the octagon of the cathedral-choir, and his remains were buried in some unknown spot; and most of the churches and monasteries were swept away. In 1796 the population numbered 7500, in 1815 not above 10,000, in 1835 about 12,900, and in 1875 it reached 22,500.

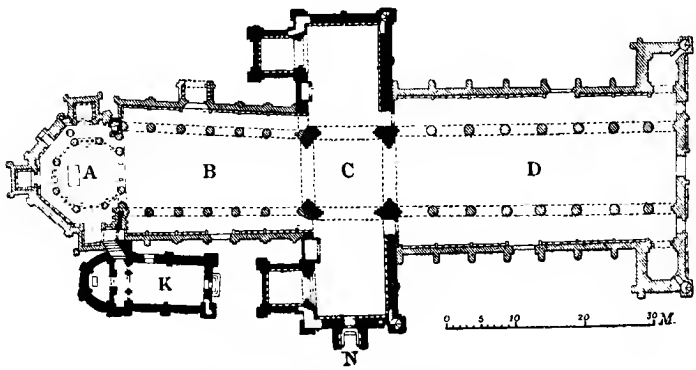
The Streets are widely built (100-120 ft.) in order to diminish the danger of fire, and generally intersect each other at right angles. Most of the houses are of timber. The streets running from N. to S. command views of the beautiful fjord with the island of Munkholm. The chief are, beginning on the E. side, parallel with the river, the *Kjøbmands-Gade*, the large warehouses in which are supported by piles sunk in the river; then the *Søndre Gade*, the *Nordre Gade*, the *Munke-Gade*, and the *Prindsens-Gade*. Parallel with the harbour, beginning on the N., are the *Fjord-Gade*, the *Strand-Gade*, the *Dronningens-Gade*, the *Kongens-Gade*, the *Vestre* (now *Erling Skakkes*) *Gade*, and the *Østre* (now *Bispe*) *Gade*.

In the centre of the town is the Market Place *(Torvet)*, where the Munke-Gade and the Kongens-Gade cross. In the former, a little

to the N., is the *Stiftsgaard* (Pl. 11), the residence of the 'Stiftsamtmand' (president or governor of the province), and used as a royal palace on the occasion of coronation festivities. In the Kongens-Gade is the *Fruekirke*. Beyond it is the 'Park', embellished with a small bronze statue of the famous *Admiral Tordenskjold*, born in Trondhjem in 1691 (by Bissen). Opposite is Kongens-Gade No. 4, erected in 1882, containing the *Savings Bank*, the premises of the *Kunstforening* (entrance from Apothekerveiten; Sun., 11.30-2, free; Wed., 12-2, 25 ø.), and the *Fisheries Museum* (entrance from the Søndre Gade; Mon., Wed., & Frid., 10-1 o'clock).

On the S. the Munke-Gade ends opposite the N. transept of the old cathedral. The entrance for visitors is in the chapter-house (K on the Plan), to the S. of the choir.

The ***Cathedral**, in plan and in execution the grandest church in Scandinavia, was founded by *King Olaf Kyrre* over the tomb of *St. Olaf* (comp. p. 213), and considerably enlarged after the erection



GROUND PLAN of the Cathedral: Romanesque parts black, Gothic parts shaded.

of Trondhjem into an archbishopric in 1151. *Eystein* (1161-88), the third archbishop, who in consequence of a quarrel with King Sverre (p. xlix) fled to England and remained there three years, afterwards returned and built the present transept on the site of the former nave (see Ground Plan C), with a tower in the centre, and the *Chapter House (Pl. K), both in the late-Romanesque style under English influence. To these Eystein's successor added the *Choir (Pl. B), terminating in an exquisite octagonal apse (Pl. A), which covered the revered relics of St. Olaf, the chief treasure of the church. We find here developed, with the aid of favourable material (bluish saponite or soapstone, Norwegian 'klæbersten' from quarries to the E. of Trondhjem, and marble from the quarries of Almenningen, p. 226), all the decorative splendour of early Gothic,

mingled with Romanesque features, with traces of elaborate classical treatment and indications of exuberant imagination. During a fourth building period, 1248-1300, was added the grand Nave (Pl. D), also in the Gothic style, but with stronger leanings towards English models. The cathedral has been repeatedly injured by fire, in 1328 so seriously that the greater part of the choir had to be rebuilt. In 1432 it was struck by lightning. In 1531 a terrible fire destroyed both the cathedral and the whole town. The adoption of the Reformation in 1537 caused the work of restoration to be limited to the most urgent repairs. In 1708 and 1719 the church was again ravaged by fire. Since 1869, when the E. part was re-roofed, while the W. part from the transept onwards lay in ruins, the cathedral has been undergoing a thorough and judicious restoration under the able superintendence of the architect *Hr. Christie*, who has used or carefully reproduced all the available details of the original structure. The chapter-house and the choir with its octagonal apse and elaborate S. portal (*Kongeindgangen*, royal entrance) are now completed. The transept and great central tower will probably be ready in 1900. The restoration of the remainder will probably take several more decades, but will doubtless be accomplished, as the Norwegians are justly proud of this great national monument, and as funds are provided by the state, by the Trondhjem Savings Bank, and by private subscription (about 100,000 kr. per annum).

The INTERIOR is open to the public 12-1.30 and 6-7.30 o'clock, on Sundays 1-2.30 only (donation to funds expected); at other times to ticket-holders. (Tickets are sold by the booksellers mentioned at p. 213: 1-2 pers. 2 kr., 3-8 pers. 4 kr.)

We first enter the Romanesque CHAPTER HOUSE (Pl. K; comp. p. 214) and pass through it into the octagonal APSE (Pl. A), which is in a rich Gothic style. The silver reliquary of St. Olaf once preserved here, 225 lbs. in weight, was removed to Copenhagen at the time of the Reformation. From the ambulatory a side-door leads to *St. Olaf's Spring* (Pl. o), which probably determined the site of the church. A staircase (closed during the public hours of admission) ascends to the *Triforium* and *Clerestory*, which afford a good view of the church. The apse is adjoined by the E. NAVE (Pl. B), which is partitioned off from the TRANSEPT (Pl. C; now in restoration) and is at present used for the Sunday services. The white marble columns contrast beautifully with the greyish-blue of the saponite walls. The light-coloured stained-glass windows were executed in England. Above the apsidal arch is a figure of Christ. Statues of Evangelists and Prophets are to be placed on the brackets. — The sacristan opens the door leading to the Romanesque TRANSEPT (Pl. C). The stained glass in the 2nd chapel is from Cologne. — We may also visit the NAVE (Pl. D), which is at present used as the restorer's workshop.

In the 11th and 12th centuries the cathedral was the burial-place of the kings, and several were afterwards crowned here. By the constitution of Norway (1814) the kings must be crowned here, and this was done in the case of *Charles XIV. John* (Bernadotte) in 1818, *Charles XV.* in 1860, and *Oscar II.* in 1873. — Important works on the cathedral have been published by *P. A. Munch*, *Schirmer* (Norwegian), and *Minutoli* (German).

To the E. and S.E. of the cathedral is the *Churchyard*, many of the graves in which, in Norwegian fashion, are adorned with fresh flowers every Saturday. A monument on its N. side commemorates

Thomas Angell, founder of the adjacent hospital. Adjacent is the *Marine Arsenal*, on the site of the old *Kongs Gaard* (Pl. 1).

The Academy of Science *(det kgl. norske Videnskabers Selskab)*, Erling Skakkes (formerly Vestre) Gade 47, founded in 1760, once numbered Schøning, Suhm, Gunnerus, and other learned men among its members. It possesses a library of 70,000 vols., large natural history collections (esp. of the animals and minerals of the N.), and antiquities from Trondhjems-Stift (adm. free on Sun. & Wed., 12-1.30; at other times, 25 ø.). The small 'Stavekirke' of the 14th cent., in the court, was brought from Holtaalen in 1884 and restored with the aid of the W. wall of the church of Aalen.

Walks. — Towards the East we may cross the upper bridge over the Nid (the *Bybro*, E. of the cathedral) to the suburb of *Baklandet*, and thence, by a path to the left, ascend to (1/4 hr.) the fortress of ***Christiansten** (236 ft.), which was erected in the 17th century. The fire-station, marked by a flagstaff, affords a picturesque view of the town and environs, especially by morning light. — From the *Blæsevoldbakke* (358 ft.) the view is more extensive, but there is no point which commands a complete survey. — Passing through the suburb of *Baklandet*, where we observe large engine-works and a shipbuilding-yard, we may go towards the N.E., across the Meraker railway (p. 217), viâ *Lademoen*, to (1/2 hr.) *Ladehammeren* ('Hammer', headland).

Towards the West the town was formerly enclosed by fortifications. On their site rises the modern *Ihlenskirke* (Pl. 6), built of blue quartz-sandstone. Beyond is the suburb of **Ihlen** (10 min. from the Torv), with a Rom. Cath. church and hospital (Pl. 4). On the fjord are large timber-yards and some pleasure-grounds.

A picturesque view of Trondhjem (esp. effective by evening light), with the winding Nid in the foreground, the hills to the E., and the extensive fjord, is obtained from ***Aasveien**, a new road ascending the slope of the *Stenbjerg* (see Map, p. 212) and passing several villas. The road should be followed to a point about 1 M. from the Ihlen church. The blunted summit, near which another road passes, was once crowned with a castle of King Sverre *(Sverresborg)*.

Passing Hjorten, a pleasure-resort at Ihlen, on the left, a road ascends to the W. On the slope of the hill we observe several old coast-lines (p. xxxiii), 528 ft. and 580 ft. above the sea-level, and corresponding with similar lines on the mountains on the E. side of the fjord. The higher we ascend the finer becomes the *View we obtain, looking back towards Trondhjem and the fjord and the snow-mountains on the Swedish frontier. Beyond *Gramskaret* (3/4 hr. from the church of Ihlen), where we pass through a gate, the view to the E. disappears. Before us, in 10 min. more, appears the top of **Graakallen** (1840 ft.), to which two paths ascend to the left: one 20 min. from Gramskaret, leading by *Tungen* and the *Fjeldsæter*; the other 10 min. farther on, passing *Tempervold*

and the *Kobberdamm*. On the way is a new *Fjeldsæter Sanatorium*. The top (2½-3 hrs. from the Torv of Trondhjem; refuge-hut) commands an extensive survey of fjord and fjeld, extending to the snow mountains on the Swedish frontier.

A bad path, almost impassable after rain, diverges from the road to the right, ½ M. beyond Tempervold, leads round the *Gjeitfjeld*, mostly through underwood and afterwards overlooking the fjord, and then descends past the old coast-lines and the rifle-range (*'Skytterhuset'*) to Ihlen.

The *Trollavei*, running to the N. from Ihlen, and affording fine views of the fjord, leads to (5 Kil.) the iron-foundry of *Trollabruk*.

In the fjord, about 1½ Kil. to the N. of the town, lies the fortified island of **Munkholmen** (by boat in 20 min.; with one rower for one pers. 1, two pers. 1½ kr.; with two rowers 1½ or 2 kr.; bargain advisable; admission free; a soldier acts as guide). This 'Monks' Island' was once the site of a Benedictine monastery, founded in 1028, of which the lower part of a round tower is the only relic. *Count Peter Griffenfeld* (P. Schumacher), the minister of Christian V., was confined in a cell here from 1680 to 1698. The island is described by Victor Hugo in his 'Han d'Islande'. Beautiful view from the walls of the fortress. Old guns, gun-carriages, etc. Small lighthouse.

The Excursion to the two falls of the Nid near the gaard of *Leren*, about 8 Kil. to the S. of Trondhjem, is best made by driving (cariole 5, one-horse carr. for 2 pers. 8, 'kaleschvogn' 12, landau 14 kr.; ½-1kr. extra for every hour beyond four). The road traverses the suburb of Ihlen and follows the left bank of the river. Or we may go by train to *Selsbœk* (6 Kil.), where the slow trains stop, and walk thence to the falls (½ hr.). The lower or **Lille Lerfos** is 76 ft. high. Good view of it from the veranda of the **Fossestuen Restaurant*, in the early-Norwegian style. Well-kept paths lead to the foot of the Lille Lerfos and to the upper or **Store Lerfos** (100 ft. high), which is broken by a mass of rock about halfway across.

An Excursion to the Sælbo-Sjø takes two days. 1st Day, by railway to *Heimdal* (p. 76), and walk thence to *Teigen*, or drive (skyds-station at the railway-station of Heimdal) to *Brøttun* (17 Kil., pay for 21), both situated at the W. end of the **Sælbo-Sjø** or *Selbu-Sjø* (525 ft.), a fine sheet of water, 29 Kil. long, on which a small steamboat plies five times weekly in summer. On the S.E. bank of the lake, near the church of *Sælbo*, and by the mouth of the Nid which descends from the *Tydal*, lie *Marienborg* and the *Sælbo Sanatorium* (landlord speaks English; good shooting near), where we spend the night. — 2nd Day, row (7 Kil.) or drive (15 Kil.) to *Sesaas* on the N. bank, and drive by (7 Kil.) *Fuglem* and (12 Kil.) *Viken* to (12 Kil.) *Hommelvik* on the Meraker railway (see p. 218).

For fuller details about the excursions from Trondhjem, see the 'Reisehåndbog over Trondhjem og de to Trondhjemske Amter', by *Carl Schulz*.

From Trondhjem to Storlien *(Östersund, Stockholm)*.

106 Kil. Railway *(Merakerbane)* in 4¾ hrs.; two trains daily (fares 5 kr. 84, 3 kr. 46 ø.). To *Hommelvik* in 1¾-2 hrs., several trains (fares 1 kr. 28, 76 ø.).

The train crosses the Nid by a long bridge. To the right lies the suburb of Baklandet; then, on the left, the church of *Lade*. Beyond (3 Kil.) *Leangen* is the lunatic asylum of *Rotvold*, on the left. We now skirt the fjord, here called the *Strindefjord*, and, farther on, the *Stjørdalsfjord*. 7 Kil. *Ranheim;* 15 Kil. *Malvik*.

23 Kil. **Hommelvik** (small inn), with a brisk trade in timber. (Road to the Sælbo-Sjø, see p. 217. Fine view from the hill about 1 hr. inland.) Short tunnel.

32 Kil. *Hell*, at the mouth of the *Stjørdals-Elv*, which a bridge crosses to the skyds-station of *Sandferhus*. The line now runs inland, ascending the left bank of the Stjørdals-Elv. 42 Kil. *Hegre*, near the mouth of the *Forra*, descending from the N.E.; 57 Kil. *Floren;* 72 Kil. *Gudaa* (279 ft.), where we cross the *Reinaa*. Tunnel. Then a considerable ascent, and across the Stjørdals-Elv to —

81 Kil. (50½ M.) **Meraker** (722 ft.), a thriving and prettily situated little town, the last station in Norway. Beautiful view from the station. Near it, an old copper-mine. — The line ascends rapidly. The district becomes lonely, the vegetation scanty. The Åreskutan (p. 371) and other snow-mountains of Sweden appear in the distance. We cross the Swedish frontier, 1825 ft. above the sea-level, and reach —

106 Kil. *Storlien* (1945 ft.; Rail. Restaurant; see p. 372), the continuation of the line beyond which is Swedish (R. 57).

From Trondhjem, by Stenkjær, Snaasenvand, and Fiskumfos, to Namsos.

Steamer from Trondhjem to *Stenkjær* nine times weekly in 6-10 hrs. (fares 3 kr. 65, 1 kr. 45 ø.). — Road from Stenkjær to (11 Kil.) *Sunde* with fast stations. — Steamer on the Snaasenvand from Sunde to *Seem* or *Sem* four times a week in 4½ hrs. (fare 2 kr. 10 ø.). — Road from Sem to *Fiskum* 61 Kil., and thence to *Namsos* 71 Kil. (fast stations).

While this is a fine route, the distances are great and the steamers do not always suit, so that it takes four days at least, especially if the beautiful land-route from Levanger to Stenkjær is preferred to the steamer. The route is best combined with a trip to the N. Note also that the Fiskumfos is not in full force after the middle of July. Those who content themselves with a visit to the Trondhjems-Fjord may go from Stenkjær to Namsos in one day.

The Steamer steers between the *Tutterø*, with the ruins of the monastery of *Tautra*, and the mainland *(Frosten)*, to the E. to *Holmberget*, and across the fjord to the N.W. to *Lexviken*. It then recrosses to *Ekne* on the E. bank, whence it steers N. to the large *Ytterø* (with the parish of *Eid*). *Holsanden* here is sometimes touched at. At the station *Hokstad* on this island are extensive mines of pyrites. The vessel then steers to (4-4¾ hrs. from Trondhjem) —

Levanger *(*Backlund's Hotel)*, a prettily situated little town with 1000 inhab. and a few factories, almost entirely burned down in 1897, but since rebuilt.

A road with fast stations ascends from Levanger through the **Verdal**, which, however, was devastated in 1893 by huge volumes of water forcing their way up from the limestone strata below the surface. 14 Kil. (pay for 15) *Skjørdalen;* 11 Kil. *Garnæs;* 19 Kil. *Sulstuen* (good station); 22 Kil. (pay for 33) *Skalstugan* (good quarters), the first Swedish station. From this point we may walk (with guide) to the *Skalsjø* (1930 ft.), cross this lake by boat, and ascend the Fjeld to an *Encampment of Lapps* (comp. p. 245), to be found here in summer (3-4 hrs. from Skalstugan).

From Levanger to Stenkjær the steamer takes 4-6 hrs. more. *Stenkjær*, see below.

The ROAD from Levanger to Stenkjær (about 50 Kil.), passing through beautiful scenery, is preferable to the steamer. It leads at first to the E. to —

12 Kil. *Verdalsøren*, on the left bank of the *Verdals-Elv*, here crossed by a bridge. [About 4 Kil. inland lie the gaard of *Stiklestad* and the church of *Verdal*, built in memory of the battle of 29th July, 1030. in which St. Olaf was slain (p. 213).]

From Verdalsøren our road leads to the N. past the church of *Salberg* (8 Kil.) and forks: to the right to *Røskje* (good quarters) and Stenkjær (30 Kil.), to the left viâ Strømmen to Stenkjær (34 Kil.). The latter branch is the finer route. It ascends the *Rolsbakker*, at the top of which, not far from the gaard *Øvre Rol*, we admire the view of the peninsula of Inderøen and the island of Ytterøen, of the *Borgenfjord* to the right and the *Ytterøfjord* to the left. We descend, pass the Amtmand's gaard of *Sund*, and cross a bridge over the strait between the two fjords to *Strømmen* (7 Kil. from Salberg; good quarters at the Landhandler's, P. Aas). The road then leads to the left to (2 Kil.) the new church and the station of —

17 Kil. *Saxhaug* (good quarters). The hill on which the old church stands is a fine point of view. Those who do not require to change horses at Saxhaug drive straight on from Strømmen (thus saving 4 Kil.). Well-cultivated country. Road hilly. Beyond — (11 Kil.) *Korsen* we join the road coming from Røskje on the right.

11 Kil. **Stenkjær** *(Thorbjørnsen's Hotel; Langli Hotel)*, with 1900 inhab., prettily situated at the mouth of the *By-Elv*, which descends from the Snaasenvand and is here crossed by a bridge.

FROM STENKJÆR TO NAMSOS (p. 226), 85 Kil. (fast stations): 15 Kil. (pay for 17) *Østvik* (good quarters), on the *Hjellebotn*, the inmost bay of the *Beitstadfjord*. Then across the watershed (300 ft.) to the Namsenfjord. 15 Kil. *Elden* (290 ft.). — 18 Kil. *Rødhammer* (good quarters; steamer-station); 16 Kil. *Bangsund* (22 Kil. from Namsos by water); 11 Kil. *Spillum*. From Spillum 3 Kil. more to the *Strømhylla Ferry;* thence we row across the fjord (4 Kil.) or drive (8 Kil.) to Namsos.

The road to the Snaasenvand ascends on the right bank of the By-Elv, which forms a fall by the gaard of *By*, and then passes the *Reinsvand*, the *Fossumvand*, and a number of farms.

11 Kil. *Sunde* (good quarters) lies at the S.W. end of the **Snaasenvand** (78 ft.; 45 Kil. long), a beautiful sheet of water enclosed by wooded and rocky hills. On the N. bank runs a road with poor stations. We prefer the steamboat (p. 218; if available), the pier of which is at the gaard *Nøstvolden*, beyond the bridge, and which carries us in $4^1/_2$ hrs. to —

Sem or *Seem* (good quarters). — Thence by a beautiful, but hilly road, round the E. end of the lake and across the *Snaasenheia* (807 ft.), to the valley of the *Sanddøla*, which forms the fine *Formofos*, 20 min. to the right of the road (reached by a path). We

descend on the left bank of the stream and skirt the E. slope of the *Gjeitfjeld* (2580 ft.).

28 Kil. (pay for 33) *Homo* (good quarters) lies on the left bank of the Sanddøla, to the right of the road. We now leave the stream, which descends in windings to the *Namsen-Elv*, and reach the latter river about 5 Kil. from Homo. We cross it by a ferry, and on its right bank, 3 Kil. farther on, we reach the Namsos and Fiskum road, about 2½ Kil. to the E. of Vie (see below). We follow this road to the E., past the church of *Grong* (where old Per Gartland, a good guide, lives), to —

16 Kil. *Fossland* (197 ft.). We next ascend the marshy hill of *Spendmyren*, descend and cross the mouth of the *Gartlands-Elv*, and again ascend to the slope of the *Aurstadfjeld* (1355 ft.), passing the gaards of *Gartland* and *Aurstad*, where we enjoy a view of striking beauty. We now descend to the farm-buildings (good quarters) on the **Fiskumfos**, a fall of the Namsen-Elv, 105 ft. in height and of great volume (not unlike the Rhine Fall at Schaffhausen), but apt to dwindle towards August. The windows of the house afford a good view of the fall. A flight of steps made by the Tourists' Club descends to the foot of it. — About 1 Kil. farther on, 17 Kil. from Fossland, is the station *Fiskem* or *Fiskum* (good quarters).

From Fiskum to Namsos, down the wooded and well-peopled *Namsdal* (about 8000 inhab.), a long day's journey (9-10 hrs., excluding stoppages). Scenery fine at places.

17 Kil. *Fossland*, and thence to (8½ Kil.) the end of the road coming from the Snaasenvand, see above.

11 Kil. (from Fossland) *Vie*, a great resort of English anglers, the Namsen-Elv being considered the best salmon-river in Europe. The fishings are let. Nearly 1 Kil. farther on is the gaard of *Ler* (good quarters) at the foot of the *Holoklump* (1370 ft.). The road skirts the river and the base of the *Spanfjeld* (1560 ft.), and passes the old church of *Rauem*.

17 Kil. *Haugum*, in *Rauemsletten*, a tolerably well-peopled district.

About 2 Kil. to the E. of Haugum a post-road diverges to the N., passing *Flasnæs* (good quarters) and skirting the E. bank of the *Eidsvand*, to (11 Kil.) *Galgøften* and (11 Kil.) *Mørkved*; then past the church of *Høilandet* to (17 Kil.) *Flaat*, and down the *Rosendals-Elv* to (17 Kil.) *Kongsmo*, at the head of the inner Foldenfjord (p. 226).

The road traverses the marshy *Tramyr*.

11 Kil. *Hun*, near the church of *Skage*. We then skirt the left bank of the *Reinbjør-Elv*, cross it near its influx into the Namsen-Elv, and follow the latter, at the foot of the *Aalbergfjeld*, to —

15 Kil. *Namsos* (p. 226).

NORTHERN NORWAY.

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Communication with the Nordland is maintained chiefly by the steamers of the united companies *Bergenske* and *Nordenfjeldske Dampskibs-Selskab* (p. xviii). The MAIL STEAMERS ply throughout the year, leaving Trondhjem once weekly for Hammerfest and the North Cape (Line I) and twice weekly for Vadsø (Lines II & III). Besides these boats, the TOURIST STEAMERS ply twice weekly from about the middle of June to the end of July. The steamers '*Erling Jarl*', of the same companies, and '*Vesteraalen*', of the *Vesteraalens Dampskibs-Selskab*, also ply once a week from Trondhjem to the Lofoten Islands and Hammerfest; passengers by these change at Hammerfest for the North Cape steamer. Besides all these, several BRITISH vessels, carrying tourists only, start at least once weekly from *London*, *Hull*, *Leith*, etc., for the North Cape (see p. xiii; or enquire of Messrs. T. Cook and Son); also several GERMAN boats from *Hamburg* and *Bremen*, and DANISH boats from *Stettin*.

The course of the TOURIST STEAMERS (see time-tables issued by the agents mentioned at p. xiv) is usually as follows: — Dep. Trondhjem Mon. and Wed. in the evening; arr. at *Torghatten* (p. 227) Tues. and Thurs. at 1 p.m.; arr. at *Henningsvær* Wed. and Frid. at 10 a.m.; then a splendid voyage through the Lofoten Islands; arr. at *Tromsø* early on Thurs. and Sat.; the *Fuglø* is passed about

midnight; arr. at *Hammerfest* Frid. and Sun. at 8 a.m.; the sea-fowl islands of *Stappene* are passed in the afternoon, and the *North Cape* (p. 253) is reached in the evening. — Return-voyage: Dep. North Cape on Sat. and Mon. mornings; arr. in the evening at the *Lyngenfjord;* arr. at *Tromsø* on Sun. and Tues. mornings, at *Svartisen* (Holandsfjord; p. 231) on Mon. and Wed. afternoons, and at Trondhjem on Tues. and Thurs. about noon. The whole trip from Trondhjem to the North Cape and back thus takes less than 9 days by the tourist-steamers.

The tourist-steamers are comfortably fitted up. But they are generally crowded, as they afford the easiest and speediest access to the sights of the Nordland; and the life on board, as in a large hotel, is apt to pall.

The Fares in the Tourist Steamers for the whole voyage, including food, are as follows: — berth in a stateroom containing one, two, or three berths, 250-300 kr. (13*l.* 18*s.;* 15*l.;* 16*l.* 13*s.* 6*d.*), according to position and accommodation; cabin-fare, with a berth in the fore-cabin, 222 kr. (12*l.* 4*s.* 6*d.*). Steward's fee included in the fare. Single tickets, but not return-tickets, are issued for sections of the voyage. No reduction is made for families. — Hr. Ludwig Hansen (p. 212) and the hotel-keepers at Trondhjem let comfortable steamer-chairs for the voyage (3½ kr.).

The Mail Steamers call at numerous stations and take 1¼-3 days for the voyage from Trondhjem to *Bodø*, 2-5 days to *Tromsø*, and 3½-6 days to *Hammerfest*. Thence to the *North Cape*, ½ day, and *Vadsø*, 2½ days more. The whole voyage from Trondhjem to Vadsø and back takes about 17 days. In June and July the mail steamers of Line I (comp. the 'Communicationer') return at once from the North Cape and are therefore as convenient as the tourist boats. The steamers of Lines II & III, however, usually steer through the Magerøsund (p. 254), without approaching the North Cape, so that, as the scenery beyond the North Cape is comparatively uninteresting (comp. p. 253), they are not recommended to tourists beyond Hammerfest. — The mail-steamers are but little inferior to the tourist-steamers in point of equipment and commissariat, and as they make frequent stoppages of one or more days, they give time for many interesting excursions on shore. At the same time, some of the longest halts are made at the least interesting points, especially on the return-voyages after the end of July, when the loading of the enormous cargoes of herring sometimes delays the steamer 24 hrs. or more beyond the advertised time.

The Fares in the mail-steamers are reckoned by mileage, the first cabin, which is alone recommended, costing 40 ø. per Norwegian sea-mile. The fare from Trondhjem to *Bodø* (76 sea-miles) thus amounts to 30 kr. 40 ø., to *Tromsø* (125 M.) 50 kr., to *Hammerfest* (155 M.) 62 kr., to the *North Cape* (171 M.; fare calculated to Vardø) 80 kr., to *Vadsø* (210 M.) 84 kr. Return-tickets ('Tur og Retur') should be taken for sections only, as the journey may not be broken. Return-tickets are valid for six months and are available for the 'Vesteraalen' (p. 221), but not for the tourist-steamers. — As to charges for food, see p. xix. — Each steamer carries a small *Post Office*, which also undertakes the transmission of telegrams. Passengers may receive telegrams at *Trondhjem*, *Namsos* (p. 226; not touched at by the tourist-steamers), *Henningsvær* (p. 237), *Ledingen* (p. 241), *Harstad*

(p. 241), *Tromsø* (p. 244), or *Hammerfest* (p. 251). These should be addressed to the recipient, 'Passager (name of steamer). Dampskibskontor (name of station)'. The captain, mates, and post-office officials generally speak English.

One drawback to the Nordland voyage is the difficulty of getting rest. As there is scarcely an uninteresting point on the whole voyage, and as it is always day in the height of summer, the traveller is naturally anxious to see everything: but all who wish to avoid over-fatigue and nervous exhaustion should sleep for at least 4-6 hrs. after midnight and an hour or two after dinner. As the sofa-herths in the general cahin require to he vacated by 6 a.m., those who desire to sleep in comfort should secure a herth in one of the staterooms. The traveller should therefore apply heforehand at the steamboat-offices at Bergen or Trondhjem, or to one of the agents at Christiania, Hamburg, London, Newcastle, or Leith. On receiving a reply that the berths desired are still disengaged, the applicant should remit the amount of the fare at once, as otherwise the herth will not he reserved. Unless previously bespoken, a berth is rarely obtainahle except in the general cahin. — As nearly the whole voyage is within the island-helt ('indenskjærs'), sea-sickness is rare. — The *Pilots* ('Lodser'), as well as the captains and crews, are generally ohliging and well informed. Two pilots navigate each vessel on the different stages of the voyage, one of them always being on duty.

Landing hy means of one of the 'Ranenhaade' (p. 229) that swarm round the steamer on entering a harbour, costs 10-20 ø. (the 'taxt' or tariff should he demanded). — The time on hoard the steamers is altered daily to that of each locality, a fact to he remembered by passengers going on shore.

The physical characteristics of the Norwegian coast will not fail to interest even the most experienced traveller. Weather, winds, fogs, the play of light and shade, the purity of the air, are all peculiar to the country. Even the Alpine tourist will be at fault here in trying to estimate distances. Perhaps the trip from Tacoma and Victoria to Sitka, along the coast of Alaska, offers the closest analogy within reach of the ordinary tourist (see *Baedeker's United States* or *Baedeker's Canada*). The animal kingdom is of extraordinary richness. The sea teems with cod, herrings, skate, and other fish. Narwhals 6-12 ft. long, dolphins leaping from the water, porpoises, and other denizens of the ocean are seen (hest from the hows of the vessel) disporting themselves in every direction, hut whales are rarely visible. At certain places nestle swarms of eider ducks, whose swimming and diving powers are very remarkahle, enabling them to dive twenty fathoms or more for the little crabs and other crustacea on which they live. Everywhere the air is full of sea-gulls, which are often rohhed of their prey hy the skua *(Lestris parasitica, pomarina, cataractes)*, which, unahle to fish for itself, compels them to drop their hooty.

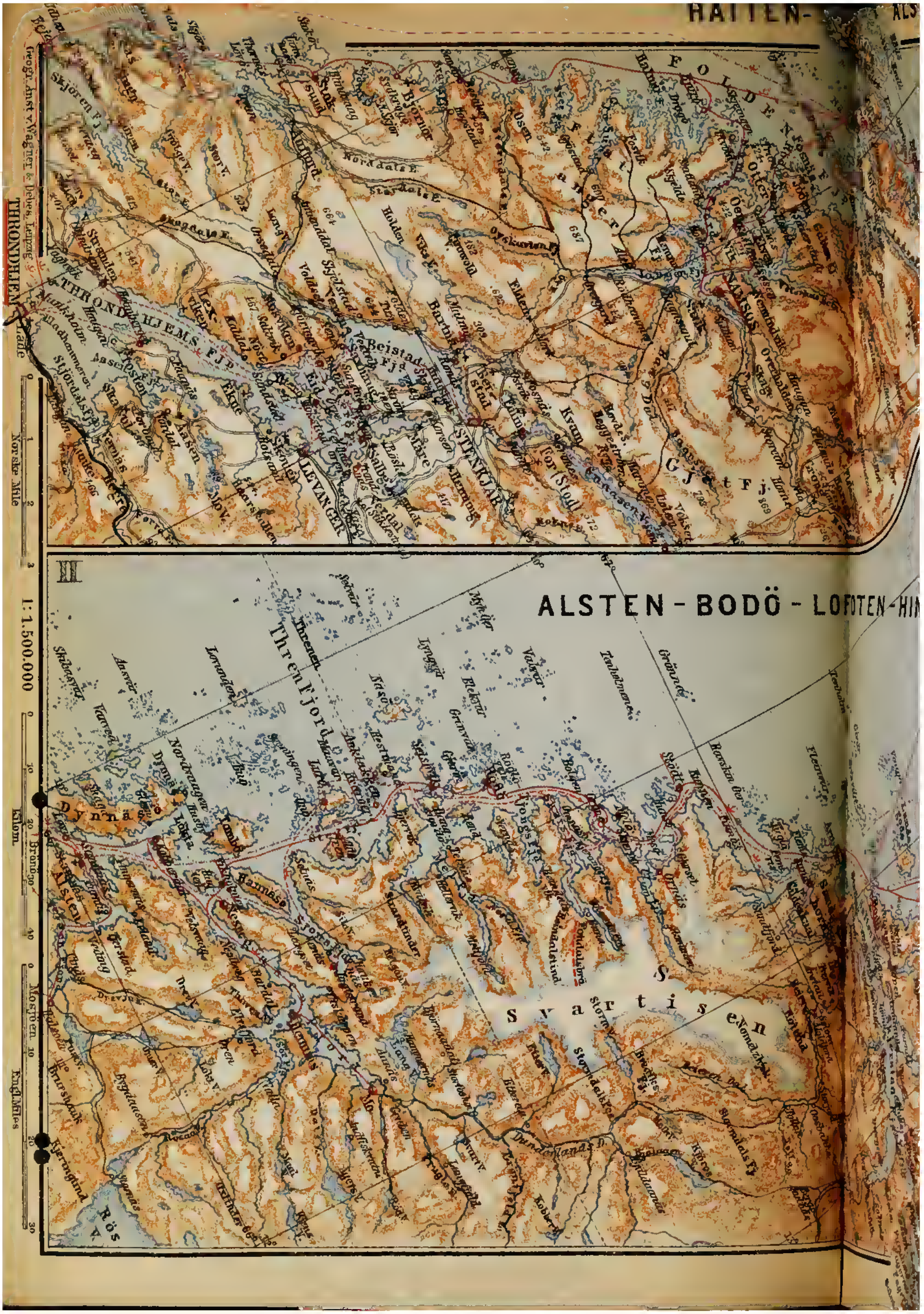
The most striking scenery extends from the Arctic Circle (*Hestmandø*, p. 231) to the *Lofoten Islands* (R. 31) and the S. end of *Hindø* (Lødingen), where stupendous mountains and glaciers are seen close to the sea. Of majestic beauty is the island scenery of the Arctic Ocean beyond Tromsø, by the *Fuglø* (p. 247) and the *Lyngenfjord* (p. 247). Beyond *Hammerfest* the scenery becomes severe and desolate. At the *North Cape* Europe terminates, and the Arctic regions begin. — The best points for passengers by the mail-steamers to break their journey are: *Bodø*, for excursions to the Saltenfjord (p. 233; interesting at high-water only) and the Sulitelma (p. 234); *Svolvær* or *Digermulen*, for an excursion to the Lofoten Islands (pp. 238, 239) or for the ascent of the Digermulkollen by moonlight (one of the finest points of the journey in suitable weather); *Tromsø*, for the Ulfsfjord and Lyngenfjord (p. 247); and *Hammerfest*, for the ascent of the Tyven (p. 251).

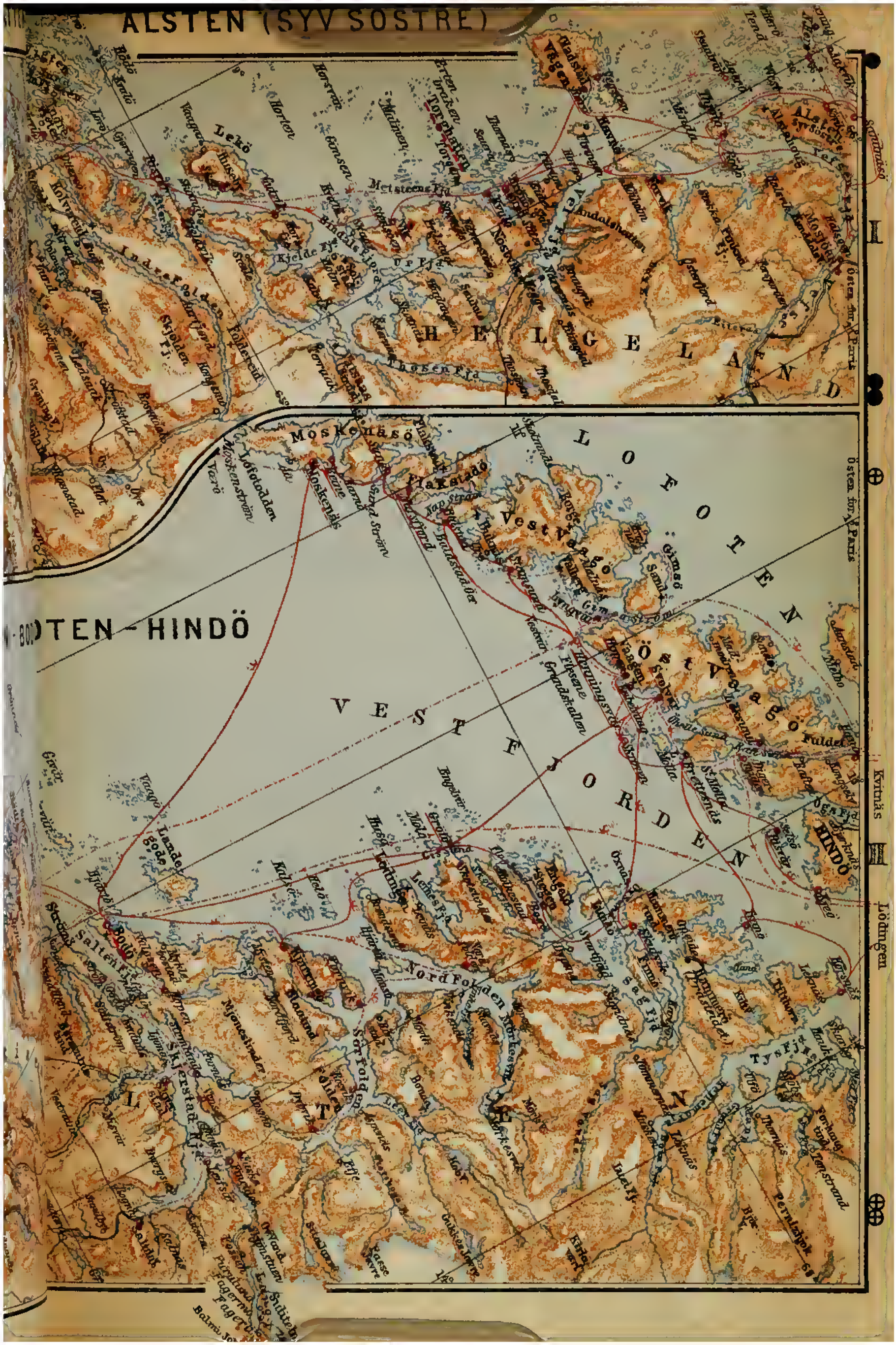
Inns are found in all the larger places; and elsewhere very tolerable accommodation is to be obtained at the houses of the 'Landhandlere', which are locally called 'hotels', though they have nothing in common with ordinary hotels, except that the traveller pays for his entertainment.

The best Season for a cruise to the North Cape is between 20th June and 15th August. Before the middle of June the mountains are still covered with snow, and the vegetation in the valleys is not fully developed, and after the middle of August the nights become longer. The success of the journey is, of course, dependent upon the weather, which may cause disappointment at any season. The Midnight Sun, visible only within the Arctic Circle(66°32′30″), is seen as follows: —

Places	*For the first time.*			*For the last time.*		
	Upper Margin	Centre	Whole Disk	Whole Disk	Centre	Upper Margin
Bodø	30th May	1st June	3rd June	8th July	10th July	12th July
Tromsø	18th -	19th May	20th May	22nd	24th -	25th -
Hammerfest	13th -	14th -	16th -	27th -	28th -	29th -
North Cape	11th -	12th -	13th	30th -	31st -	1st Aug.

Passengers by the tourist-steamers have three or four opportunities of seeing the midnight sun, once at the Vaagsfjord beyond Harstadhavn (p. 241), again off the Fuglø (p. 247), again from the North Cape (p. 253), and a fourth time on leaving the Lyngenfjord, in the direction of the Fuglø. Passengers by the mail-boats who make excursions inland also have several opportunities of seeing it (pp. 239, 252), but from the mail-boat itself it is usually visible from the North Cape only, as it is shut out by islands at other places. It must, however, be remembered that a perfectly clear sunset is still rarer here than in lower latitudes, and that the northern horizon is very apt to be veiled in cloud and mist. The


HATTEN-
ALSTEN-BODÖ-LOFOTEN-HI
III
1:1.500.000
THRONDHJEM
Geogr. Anst. v. Wagner & Debes, Leipzig
Norske Mile
Kilom.
Engl. Miles
THRONDHJEMS FJ.
LEVANGER
STENKJAER
NAMSOS
FOLDEN FJ.
GJET FJ.
Beistad Fj.
Thrænen
Dynnäsö
Alsten
Svartisen
Rös V.



ALSTEN (SYV SOSTRE)
Lekö
H E L G E L A N D
Indre Folden
Thosen Fj.
Bindals Fjord
Alsten
Moskenäsö
Flakstadö
Vestvågö
L O F O T E N
Östvågö
V E S T F J O R D E N
HINDÖ
Lödingen
Kvitnäs
Bodö
Salten Fj.
Skjerstad Fj.
Nord Folden
Sag Fjd
Tys Fjd

sublimity of the spectacle has been described by Carlyle, Bayard Taylor, and many others.

Midnattssolen på bergen satt
Blodröd till att skåda;
Det var ej dag, det var ej natt,
Det vägde emellan båda. (Tegnér.)

The midnight sun on the mountain lay
And blood-red was its hue;
It was not night, it was not day,
But wavered 'twixt the two.

The Maps in this Handbook (four sections, the places where they join being indicated by corresponding marks; see p. x), though of small scale (1 : 1,500,000), show the usual courses of the steamboats and will probably suffice for most travellers. Fulness of detail has been subordinated to clearness. The course of the mail-steamers is indicated by ————, that of the tourist-steamers by —.—.—. Several other interesting routes are marked ----------. As mentioned at p. xxviii, the best of the larger maps is *Cammermeyer's Reisekart over det nordlige Norge* (scale 1 : 800,000; price 4 kr.).

Travellers by mail-steamer should provide themselves with the latest issue of the *Communicationer*.

The *Distances* between the principal stations are given as usual in Norwegian sea-miles (see p. vi).

30. From Trondhjem to Bodø.

76 S.M. (about 310 Engl. M.). The actual course of the steamers is, however, much longer, varying according to the number of stations called at (42 in all). The Mail Steamers take 13-15 hrs. to reach *Namsos* (fare 12 kr. 40 ø.), and 42-44 hrs. (on some voyages 48-52 hrs.) to reach *Bodø* (fare 30 kr. 40 ø.). The express-steamer 'Vesteraalen', touching at Rørvik, Brønø, and Sandnæsøen, reaches *Bodø* in 28 hrs. The Tourist Boats, which do not touch at Bodø on their N. voyage, go to *Henningsvær* (p. 237) in about 35 hrs.

The voyage through the outer Trondhjem Fjord and along the coast beyond it is at first comparatively uninteresting. The first station is *Rødbjerget*, with the ruined nunnery of *Rein*, on the N. bank of the fjord, and the old mansion of *Østraat* in the distance.

7 S.M. **Beian** (p. 208), where travellers from the S. may join the northward-bound steamers without going to Trondhjem. Beian lies at the end of the flat peninsula of *Ørland*, with its numerous farms, on the S.E. side of which stretches the *Skjørenfjord*.

The vessel now steers to the N. On the left is the large red lighthouse known as *Kjeungen* ('the goat'); on the right stretches the large peninsula of *Fosen*, formed by the sea and the long fjord of Trondhjem. To the W. are the islands of *Stor-Fosen* and the *Tarv-Øer*.

5 S.M. *Valdersund*. The *Nordlandsjægte*, with their lofty bows, and rigged with a single square-sail ('Raaseil') and a topsail ('Skværseil' or 'Topseil'), are frequently seen here on their way to the 'Tydskebrygge' or German Quay at Bergen, deeply laden with dried fish. But these craft are gradually being superseded by steamers.

3 S.M. *Stoksund.* To the N. are four caverns, the largest of which is the *Hardbakhul*, by the gaard of *Hardbak*. To the W. lie the *Sindnæsø* and *Stokø*.

2 S.M. *Sydkrogø.* To the N.W. lies the island of *Almenningen*, containing the quarries which furnished the marble for Trondhjem cathedral (p. 214). Fish spread out on the rocks to dry begin to be seen here; in winter they are hung on 'Hjelder', or wooden frames. Eider-ducks abound. — 2 S.M. *Besaker.*

1 S.M. *Ramsø.* The black and white rings on the rocks ('Tørneringe'), resembling targets, indicate the position of iron stanchions for mooring vessels ('Mærker'). The maintenance of these rings ('Ringvæsen'), like that of the lighthouses and pilots ('Fyrvæsen', 'Lodsvæsen'), is under government. The number of lights required in the 'Skjærgaard' is, of course, very great. — For the next two hours we traverse the open *Foldensjø*, which is prolonged towards the N.E. by the *Foldenfjord* (not to be confounded with the fjord of that name to the N. of Bodø, p. 240). The water here is often rough.

5 S.M. *Bjørø.* The mail-steamer now steers to the S.E. into the *Namsenfjord*, which is separated from the *Rødsund* to the N.E. by the long winding island of *Otterø*. The scenery improves as we ascend the fjord. Namsos does not come in sight until we have rounded the long promontory of *Mærranes.*

6 S.M. (from Trondhjem 31) **Namsos** *(A. Jensen's Hotel*, R. 1½-2, B. 1, D. 2 kr.; British vice-consul, *Mr. J. Sommerschield)*, a town of 1950 inhab., charmingly situated on the N. bank of the *Namsen-Elv*, was founded in 1845 and has been rebuilt twice after destructive fires, in 1872 and 1897. It has a considerable timber trade and some saw-mills. From the *Church*, which stands on a rocky hill in the middle of the town, we follow the Stor-Gade, then cross the fields to the left, and finally ascend some rock steps to (½ hr.) the view-pavilion on the *Bjørumklampen* (360 ft.).

Excursion up the *Namdal* to the *Fiskumfos*, see p. 220.

From Namsos to Kongsmo. A small steamboat plies once a week to the **Indre Foldenfjord.** Stations: *Sørvik*, *Seierstad*, *Lund*, etc. From the terminus *Kongsmo* a skyds-road leads to Haugum (p. 220).

We now steer through the strait of *Lokkaren* and the pretty *Sørviksund*, past the W. and N. side of the Otterø. 3 S.M. *Foslandsosen.* Then through the narrow *Rødsund*, and across the partly unsheltered **Foldenfjord.** — 4 S.M. *Appelvær* (Brandzæg's Hotel), a small island at the mouth of the *Indre Foldenfjord.* We thread our way through a maze of islets, passing the *Nærø* on the right.

3 S.M. *Rørvik* (*Anzjøn's Hotel; telegraph-station, comp. p. 227), on the island of *Indre Vigten;* to the W. are *Mellem Vigten* and *Ytre Vigten*, on which rise the *Sulafjeld* (600 ft.) and *Dragstind* (525 ft.).

3 S.M. *Risvær.* — 2 S.M. *Fjeldvik.*

To the left is the island of **Lekø**, a prominent rock on the S. promontory of which resembles a giantess. — On the Lekø lies the

hamlet of *Skei*, at which the steamers sometimes call. Farther on we have a fine view of the rocks of Lekø as we look back.

1 S.M. *Gutvik*, behind which rise the two *Heilhorne*. On the right opens the *Bindals-fjord*, the boundary between Nordre Trondhjems Amt and *Helgeland*, the *Halogaland* of early Norwegian history, which extends N. to the promontory of Kunnen (p. 231).

A local steamer, starting from Brønø (see below), plies up the many-armed **Bindalsfjord** to *Terraak* and *Heilstad*, near *Bindalen-Vatsaas*. Thence, towards the N.W., the long *Thosenfjord*, a huge mountain-cleft, extends to *Thosbotn* and *Gaard Thosdal*, from which the traveller may proceed with a guide to *Hortskarmo* in the *Sveningsdal*, and to *Mosjøen* on the *Vefsenfjord* (p. 228) in 1½-2 days. The ascent from Gaard Thosdal is extremely steep, and on the E. side of the mountain there is the troublesome *Gaasvas-Elv* to be forded.

The mountains now become more varied in form. To the N., 5 S. M. distant (about 2 hrs. by steamer), soon appears the island of *Torgen*, once the seat of the family of that name, with its curious hill called ***Torghatten** ('market-hat'; 824 ft.), which resembles a hat floating on the sea. The mail-steamboat stations nearest to the island are *Stensøen*, *Vik*, and *Sømnæs*. The tourist steamers (and generally on request the mail-steamers also) touch at the E. side of the island and land their passengers. A marshy and stony path (for which strong boots are advisable) ascends about halfway up the hill to (30-40 min.) the 'Hul' (or 'Hullet', 'the hole'), a huge natural tunnel 407 ft. above the sea. Its height at the E. entrance, where large masses of débris extending far into the interior are piled up, is about 65 ft., at the W. end 246 ft., and in the middle 204 ft.; total length 535 ft.; breadth 36-56 ft. The sides are mostly flat, and nearly perpendicular, and look at places as if they had been artificially chiselled. The view of the sea with its countless islands and rocks, seen through this gigantic telescope, is strikingly beautiful. The natives sell milk, lemonade ('Brus'), and 'Multebær'. The excursion takes 1½-2 hrs.

As the steamer proceeds on her course, we see through the hole in Torghatten from N.E. to S.W. (On the way back the tourist steamers usually steer past the W. side of the island, enabling us to look through it from S.W. to N.E.) We steer through the *Brønø-sund*, passing the *Kvalø*, and reach the important station of —

6 S.M. (from Gutvik) **Brønø**, the residence of the clergyman and the doctor of the district, with a telegraph-office. The telegraph is of great importance to the fishermen. At Brønø, if not already at Beian or Rørvik, are often seen fleets of herring-boats, the smaller being the fishing-boats, the larger destined for the cargoes. On the arrival of a *Sildstim*, or shoal of herrings, the herring-fleet is at once telegraphed for, and is usually towed by steamers to the scene of action. At the same time supplies of salt and barrels, requisitioned by wire from every quarter, are sent by steamers chartered for the purpose. (Farther to the N. the chief herring-fishery stations are Selsøvik, Bodø, Lødingen, Harstadhavn, Gibostad, and Trom-

sø.) On the shore are often seen the cottages of the 'Strandsiddere', who live almost exclusively by fishing, while the inland settlers are called 'Opsiddere' or 'Nysiddere'.

At BRØNØ we change for the local steamer, which plies on the grand Velfjord, touching at *Rørø*, *Eidet-Sæterland* (at the entrance to the *Skilleboln*, where excellent marble is quarried), *Nævernæs*, and *Hegge* (good quarters at the landhandler's), near the church of *Nøstvik*. — From one of the innermost branches of the Velfjord, or *Store Bjørga* as it is here called, ascends the *Tidingdal*, suddenly rising, 3/4 hr. from its mouth, in a terrace of 460 ft., over which falls the *Tidingdalsfos* in a single leap. — From the Velfjord to the N. diverge the deep and wild *Oksfjord* and the *Storfjord*.

All the steamboats pass the mouth of the *Velfjord*, on the S. side of which rises the huge *Mosaksele*, and on the N. the picturesque *Høiholmstinder* with the Andalshat. To the W. lies the large island of *Vægen*, rising to 2300 ft., on which is *Rørø*. The mail steamers either call at Rørø or steer between the *Havnø* and the mainland to *Forvik*. The tourist-steamers pass between the islands of Vægen and Havnø, in full view of the imposing Seven Sisters (see below). To the E. towers the conspicuous *Finknæfjeld* (4330 ft.). On the right is the *Rødø*, a red rock, where some of the steamers call.

6 S.M. **Thjøtø** *(Jørgensen's Hotel)*, a small island, formerly the property of *Haarek of Thjølø*, a well-known character in early Norwegian history, lies at the mouth of the beautiful *Vefsenfjord*, which runs inland to the E. of the island of Alsten, and is entered twice weekly by the mail-steamers. The banks of the inner fjord are finely wooded. The steamer steers into the narrow S.E. bay, called *Vefsenbunden*, and stops at *Mosjøen* (Mosjøen's Hotel; Mr. Erik Bathen, British vice-consul), a little town with 1150 inhab. and the large steam saw-mills of *Halsenøen*, *Drevjebruget*, and others.

From Mosjøen a good road leads to the *Tustervand* and to *Stornes* on the *Røsvand* (1475 ft.), which ranks next to Lake Mjøsen in point of area. From Stornes we may ascend the *Brurskanke* and the *Kjeringtind* (5805 ft.), on the W. side of the lake, and then follow the course of the *Røsaa*, the discharge of the Tustervand and Røsvand, towards the N., to *Røsaagren* on the *Ranenfjord* (p. 229). About halfway thither a digression may be made to the E., up the *Bjuraa*, for the sake of ascending the imposing *Øxtinder* (about 5580 ft.); but these peaks are better reached from Røsaagren and through the *Leerskardal*.

The tourist-steamers and some of the mail-boats traverse the 'Skjærgaard' to the W. of the Thjøtø and the large island of **Alsten** (pop. 1500), on which rise the finely shaped hills called the ***Syv Søstre** ('seven sisters'; 2630-3280 ft.). Six hills only are distinguishable, but one of them has a double crest. The highest of the sisters is the *Digertind*. At the S. end of the island is the church of *Alstahoug*, where *Peter Dass* (p. lxxv), author of 'Nordlands Trompet', a description of Norway in verse, was pastor in 1689-1708. On the *Haugnæs*, near the church, is the so-called *Kongsgrav* ('king's grave'). The mail-steamers call at *Søvik* (Jensen's Hotel; local steamer to Lovunden and Threnen, see p. 230); also,

on the N. side of the island, at *Sandnæsøen* (Sannesøen's Hotel; N. Strøm Jakobsen's Hotel), near which are the old church of *Stamnæs* and the district-prison. From Sandnæsøen we may ascend the N. peak of the Seven Sisters, passing (6 Kil.) the gaard of *Botnet*.

At Sandnæsøen unite the courses of the steamers which pass the island of Alsten on the E. and on the W. side. Farther on we pass the **Dynnæsø**, to the W., of which the *Aakviknaver* (2880 ft.) is the highest point. At *Bjørn*, on the Dynnæsø, the greatest of the Nordland fairs takes place on 2nd July. These fairs were originally called *Ledingsberge* (or *Lensberge*), as the natives used there to pay their taxes *(Leding)*.

6 S.M. *Kobberdal* on the island of *Løkta*, with hatcheries of eider-ducks. The birds build their nests in nooks artificially made for the purpose. As they are then very tame, a number of the eggs may be taken without frightening the birds away; and the eider-down they leave in the nests is afterwards collected.

On the right, to the N.E. of Kobberdal, opens the **Ranenfjord**, which is visited by several of the mail-steamers, though the tourist steamers do not enter it. This fjord, anciently *Radund*, is the most richly timbered in the Nordland; almost all the boats, houses, and coffins between this point and Vadsø are made from its fir-trees. The 'Ranenbaade' have high bows and sterns, not unlike the Venetian gondolas; they are considered typical national craft, and are often used as pleasure-boats. About 2000 such boats are built every year, more than one-third of the number coming from Lars Meyer's yards at Mo.

The steamboat-stations in the Ranenfjord are *Hemnæs* (Saras Nielsen's Hotel), with a new church and a group of huts for the use of church-goers from a distance arriving over-night, and **Mo** *(*Søstrene Johannesen's Hotel)*, a considerable village at the mouth of the strong, green *Dunderlands-Elv*, carrying on a considerable trade with Sweden. Large pyrites-mines are worked 3 M. to the N. of Mo. In the distance appears the Svartisen (p. 231).

From Mo we may visit several STALACTITE CAVERNS ('Drypstenshuller'): the *Risagrotte* on the *Langvand*, near *Hammernæs* (11 Kil.); the *Laphul*, near *Gaard Bjørnaa*, and opposite to it another by *Gaard Grønlien*, both in the valley of the *Rødvas-Elv*. An excursion may also be made to the glacier of SVARTISEN (p. 231) by rowing to the end of the Langvand and ascending the valley to the N. as far as *Fisktjernmo*. A glacier-pass crosses thence to the end of the *Melfjord* (p. 231).

Another excursion is to the *Svartisvand*, a lake into which an arm of the Svartisen Glacier descends.

To the N.E. of Mo extends the interesting broad valley of **Dunderlandsdal** (from the Finnish *Tunduri*, or the Lappish *Duodar*, 'mountain'). A peculiarity of several of its streams is that they disappear in caverns and suddenly re-appear lower down. Thus, the *Stilvasaa*, near *Gaard Storfoshei* in the *Skogfrudal* (about 15 Kil. from Mo). Near it is the forest-girt *Urtvand*. Farther to the N.W. is the *Eiteraa*, which drives mills close to its egress from the earth. Near this are *Tyvshelleren* ('thieves' grotto') and an interesting *Ravine*, where the rushing

of the subterranean water is audible. A third stream of the same kind is the *Pruglaa* near *Gaard Jordbro*. By the *Prugleibro* are about fifty water-worn 'giant's cauldrons'.

From **Bjældaanæs**, the central point of the Dunderlandsdal (55 Kil. from Mo; road without stations), we may visit the *Stormdalsfos* and the marble grotto at its foot, near the Brediksfjeld. We may also ascend the *Urtfjeld* (about 4920 ft.), by crossing the *Stormdalshei*, or the *Brediksfjeld*, which commands a splendid view of Svartisen and the Lofoten Islands.

From Bjældaanæs it is a day's ride up the *Bjældaadal*, across a pass (2805 ft.), and through the *Øvre* and *Nedre Toldaadal*, to *Toldaa* in the **Beierendal**, and thence by *Oosbakke* (pass to the Saltdal, see p. 235) to *Storjord* (45 Kil. in all; quarters at the under-forester's). From Storjord to *Soløen* (p. 233) 14 Kil. more.

From Bjældaanæs to Almindingen in the *Saltdal* is a long day's journey (16-17 hrs.), on which few people are ever met. The route leads either through the Bjældaadal (following the telegraph-wires), or through the *Gubbelaadal*, *Randal*, and *Lønesdal*, which last forms the upper end of the Saltdal. Below the junction of the Saltdal and *Junkersdal* lies *Gaard Berghulnæs;* thence to *Almindingen* and *Rognan*, see p. 235. — From Berghulnæs we go E. to the *Junkersdals-Gaard*, in the Junkersdal (14 Kil.; good quarters). The bridle-path to it leads through the *Junkersdals-Ur*, one of the grandest rocky ravines in Norway, formed by the *Kjernfjeld* to the E. and the *Solvaægfjeld* to the W. (4-5000 ft. high). Farther up, the valley is called *Graddis*, and is traversed by a bridle-path to Sweden, much frequented in winter, and provided with several 'Fjeldstuer'. Many Lapp settlements are to be met with on the heights in the Dunderlandsdal and Saltdal.

2 S.M. (from Kobberdal) *Vikholmen* (Olsen's Hotel), charmingly situated, about 6 Kil. to the N. E. of the mouth of the Ranenfjord. After their digression into the Ranenfjord the mail-steamers here rejoin the course of the tourist-steamers. We now steer between the islands of *Huglen*, *Hannæsø* (residence of the 'Sørenskriver', or local magistrate), and *Tombø* (2720 ft.; so called from two rocks resembling thumbs). To the E. are seen the S.W. spurs of the Svartisen and to the W. the singularly shaped islands of *Lovunden* and *Threnen (Threnstâvene)*. Lovunden, upwards of 2000 ft. high, is still 30 Kil., and the four islands of Threnen, equally lofty, are 45 Kil. distant; but both seem quite near in clear weather. These islands are the haunt of dense flocks of loons or divers (*'Lundefugle'*, *Mormon arcticus)*, whose eggs, about $3^1/_3$ in. long and 2 in. across, are esteemed in the Nordland. They make their nests in clefts of the rocks difficult of access, which are annually plundered, and the young birds are also captured and pickled.

The abruptness of Lovunden, the top of which appears to overhang the water, has given rise to the saying —

'Se! hvordan han luder den gamle Lovund!'

('See how it overhangs, the ancient Lovund'.)

These two remarkable islands may be visited by the local steamer leaving *Sørvik* (p. 228) every Sat. morning and returning on Mon. morning. Several intermediate stations.

The **Arctic Circle** (66°32′30″), the crossing of which is usually announced by several cannon-shots, passes through the islands of Threnen and a little to the S. of the Hestmandø. We steer through the *Stegfjord*, the strait between the *Lurø*, with its pyramidal hill (2110 ft.), on the left, and *Alderen* on the right. A little later we

sight the ***Hestmandø** (1750 ft.), perhaps the most interesting island in this archipelago, resembling a 'horseman' with a long cloak falling over his horse. The hill may be ascended without a guide. The view embraces the whole surrounding archipelago, and the long Svartisen to the E. — To the right is a peninsula of the mainland, projecting far into the sea.

6 S.M. *Indre Kvarø*, a lonely place, from which we may visit the Melfjord, the Lurø, Lovunden, Threnen, and the Hestmand. Dominating the landscape for many miles, on our right, rises ***Svartisen**, an enormous expanse of snow and ice (resembling the Jostedalsbræ and the Folgefond), about 55 Kil. long and at places 16 Kil. broad, covering a plateau about 4000 ft. in height, from which protrude a few peaks or knolls ('Nuter', 'Klumper', 'Knolde'), while numerous glaciers descend from it to the adjacent fjords.

1 S.M. *Selsøvik.* On the right, the *Rangsundø;* beyond it opens the *Melfjord*, with grand mountains. (Glacier-pass to Mo, p. 229.)

2 S.M. *Rødø* ('red island'), on which rises **Rødøløven** (easy to ascend), a hill resembling a lion looking westwards. — To the right open the *Tjongsfjord* and the *Skarsfjord*, with their branches the *Berangsfjord* and *Holandsfjord*, which extend into the heart of Svartisen.

On their return-voyage the tourist-steamers enter the **Holandsfjord** and land passengers between the gaards of *Reindalsvik* and *Enna*. A bad path, leading through several brooks, runs thence to (20 min.) the lower margin of the **Fondalsbræ**, an arm of Svartisen, the general view of which, however, is grander from the steamboat. To the S. rises the *Reindalstind* (2130 ft.), which is said to afford the best survey of Svartisen.

The midnight sun (p. 247) may sometimes be seen here before the beginning of July. Passing the *Omnesø* on the right, we steer towards the —

3 S.M. *Grønø*, a smiling island, which commands a most striking view of Svartisen. We next pass the mouth of the *Glomfjord*, which cuts deep into the mainland, and steer through a narrow strait between the *Melø* on the left and the *Skjerpa* on the right towards the headland of Kunnen. Far to the N. we obtain our first glimpse at the Lofoten Islands. — The mail-steamer next sometimes stops at *Ørnæs* and *Stødt.*

The promontory of ***Kunnen** or *Rotknæet* (1998 ft.), the N.W. spur of the Svartisen plateau, forms the boundary between Helgeland and *Salten*, and has a climatic and geographic importance like Stadtland in the Søndmøre (p. 169). At this point there is a 'Havsøie' ('sea-glimpse'), or opening in the island-belt, through which we get a view of the open sea and sometimes feel its motion. To the W. the *Stødtfyr* is in sight, to the N. appears the Fuglø, and in the distance the Landegode (p. 235).

The Tourist Steamers now leave the mainland and steer across the Vestfjord to the Lofoten Islands (see p. 235).

The Mail Steamers pass, on the left, the *Fuglø*, the *Fleina*,

and the *Arnøer*, and on the right the church of *Gildeskaal* and the large island of *Sandhorn*, with a mountain 3295 ft. high (beyond which lies the Beierenfjord, p. 233). We then cross the mouth of the *Saltenfjord* (p. 233), at the E. end of which, in clear weather, we observe the snow-fields of the Sulitelma (p. 234), and soon reach the curious rocky harbour of —

12 S.M. **Bodø**. — **Hotels.** GRAND HÔTEL (landlord, *Herr Wittenberg*, a German), near the market-place, 3 min. from the pier, very fair, with fine view from the tower; JOHANNSEN'S HOTEL, unpretending. — **British Vice-Consul**, *Mr. Otto Koch*. — Information as to excursions may be obtained from the *Bodø og Omegns Turistforening*.

Bodø, in N. lat. 67° 17′, a busy and increasing place, with 3750 inhab., is the seat of the Amtmand or provincial governor. Among the large modern buildings are still a few of the old cottages with their roofs of turf. A large wooden church in the Gothic style was completed in 1886. The midnight sun may be seen hence between the beginning of June and the beginning of July (comp. p. 224).

Passengers by the mail-steamers, which usually stop several hours here, may land and ascend (with guide) the *Løbsaas*, a hill 1 hr. to the N., marked with a 'Keiservarde' commemorating the visit of Emp. William II. The top commands a view of the Lofoten Islands to the N.W., of the snowy Blaamandsfjeld or Olmajalos (p. 234), adjoining the Sulitelma (which is not itself visible), to the E., of the Børsvatnstinder to the S.E., and of the Sandhorn, with the Svartisen, to the S. Another fine view is obtained from the *Voldfjeld* (about 1310 ft.; tourist-hut), 2 hrs. to the N. of Bodø. The ascent of the *Junkerfjeld* and the excursion to the *Vaagevand*, with its club-hut, both reached in $1^1/_2$ hr. from Bodø, are also interesting.

About 3 Kil. to the E. of Bodø is the *Bodøgaard*, with a church and a parsonage, at which Louis Philippe, when travelling as a refugee under the name of Müller, was entertained on his voyage to the North Cape in 1796. The road traverses an extensive moss, which has recently been drained and is now being brought under cultivation. To the left rises a new insane asylum ('sindssyge-asyl'). The drainage-works revealed, under the moss, a layer of broken shells, about 20 inches thick, resting upon a foundation of dark grey clay interspersed with crystals of quartz and granite, thus pointing to the geologically recent elevation of the bed of the sea at this point. Geologists will also be interested in the erratic blocks of syenite in the midst of the rock-formation of slate constituting the peninsula of Bodø.

EXCURSIONS FROM BODØ. Numerous excursions on land may be made from Bodø. The well-wooded country around affords a welcome contrast to the generally bare and desolate scenery of the Nordland. The following are some of the most attractive steamboat-excursions.

(1) THE BEIERENFJORD. A local steamer plies up the Beierenfjord (there and back in 8 hrs.) twice a week. Crossing the mouth of the Saltenfjord and passing an 'Æg- og- Duun-Vær' (breeding place of eider-ducks; comp. p. 229) and the island of *Sandhorn*, the steamer calls at *Skaalland* and *Røsnæs*, on the mainland, and at *Sandnæs*, on Sandhorn (p. 232). We now enter the **Beierenfjord**, a narrow inlet flanked by imposing mountains, contracting, beyond *Kjelling*, to its narrowest part at the gaard of *Eggesvik*. Several large 'Jættegryder' (p. 283) may be seen on the shore. The last station is *Tvervik*.

From Tvervik we may row to (3 Kil.) *Soløen* (good quarters at Landhandler Jentoft's), whence we may ascend the *Høitind* (4545 ft.; with guide; extensive view of the mountain-solitudes towards Sweden, of Svartisen to the S., and of the sea dotted with islands to the W., bounded by the distant Lofoten Islands). Or we may row to *Arstad*, where there is a skyds-station, with a fine waterfall. The road leads thence through a picturesque valley, past *Beierens Kirke* (by the gaard of *Moldjord*), to Storjord, Oosbakke, and (about 20 Kil.) Toldaa (p. 230).

(2) TO THE SALTENFJORD AND SKJERSTADFJORD. — The local steamboat leaves Bodø three or four times a week between 4 and 10 a.m. (according to the tide), touches at *Strøm* (for the Saltstrøm), *Skjerstad*, *Fuske*, and *Rognan*, at the S. end of the Skjerstadfjord, and returns to Bodø at night. — A better way of visiting the Saltstrøm is to drive from Bodø (telegraph beforehand if possible for cariole) to (17 Kil., in 1½ hr.) *Kvalvaag*, and to go thence by sailing-boat in 1-1½ hr. to *Strøm*. In this case the excursion does not take more than 6-8 hrs.

Two islands, the *Strømø* on the S. and the *Godø* on the N., separate the *Saltenfjord* from the extensive *Skjerstadfjord*. The latter is connected with the sea by three very narrow straits only, the *Sundstrøm* (200 ft. wide), the *Storstrøm* (500 ft.), and the *Godøstrøm*, through which an enormous mass of water has to pass four times daily, forming a tremendous cataract, known as the **Saltstrøm**, as each tide pours in or out of the fjord. The usual rise of the tide here is 5-6 ft. only, but when it increases to 8-9 ft. during spring-tides, the scene is most imposing. Vessels can navigate these straits during an hour or so at high or at low tide only, and the steamer times its departure from Bodø accordingly. Large quantities of fish are caught at this point.

The best point of view is ¼ hr. from *Strøm* (quarters at Furre's, the Landhandler). A column here commemorates the visit of King Oscar II. in 1873. The scene is most effective when the water is pouring into the fjord. The ascent of the *Børsvatnstinder* to the S. of Strøm is recommended (5-6 hrs.; fatiguing).

The principal place on the Skjerstadfjord is *Skjerstad*, at the entrance to the *Misværfjord*, whence the *Topstadfjeld* may be easily ascended in 2 hours. Opposite, to the W., is the old gaard of *Lønæs*, with an ancient burial-place. The steamer then recrosses the fjord to *Venset*. — About 5-6 Kil. farther on is *Øinesgavlen*, a promontory of conglomerate, a formation which also occurs in the *Kjætnæs*, 14 Kil. to the S.

Fuske or *Fauske* (slow skyds-station), on a N. bay of the fjord, whence a road leads by the *Fuskeeid* to *Dybvik* on the *Foldenfjord* (p. 240). After a voyage of 8 hrs. from Bodø we reach —

Fineidet (Fred. Østensen's Hotel), the starting-point for an excursion to the Sulitelma, and the port whence the copper-ore mined on that mountain and the fine white marble quarried near Fuske are shipped.

Excursion to the Sulitelma. Passing an extensive moraine, we cross the Fineid (in about 10 min.), which divides the fjord from the lake of *Nedre Vand*. Small steamers (40 ø.) ply on this lake and steer through the *Gjemgamsstrøm* into the *Øvre Vand*, reaching *Sjenstaa* or *Skjenstuen*, in a mountain-valley at the head of the latter, in 1¼ hr. The surrounding district is known as *Vattenbygden*. — From Sjøustaa the narrow-gauge *Sulitelma Railway* (to be continued to Fineidet) runs through a rocky ravine beside the impetuous *Langvæs-Elv*, with views of the *Galmifos* and of the Sulitelma in the distance. In ½ hr. we reach *Fossen*, at the foot of the *Langvand* (110 ft.), where we change to another small steamer (60 ø.). The scenery on the Langvand is fine; numerous waterfalls, among which the *Rupsi Joki* ('red water'), on the left, deserves special notice.

Furulund, the steamboat-terminus (1½ hr.), is the seat of the Swedish *Sulitelma Mining Co.*, which has developed to a very large extent within the last ten years, and now employs 500-600 hands, with handsome offices and attractive dwelling-houses. Tourists may take their meals at the 'Dampkjøkken', or restaurant, maintained by the company for the unmarried officials, and lodging is usually to be obtained there also (but enquire beforehand at Bodø). In the company's store ('Handelsforretning') provisions, rugs, etc., may be purchased for journeys in the interior. Several of the mining-officials speak English. — A row to the (1 hr.) Rupsi Joki (see above) is interesting.

From Furulund we proceed on foot viâ *Fagermo*, and in 1 hr. reach **Fagerli** (good quarters but poor fare at *Ole Sørensen's*, whose brother *Petter Sørensen* is an excellent guide), at the E. end of the Langvand, with the smelting-works of the copper-mines. Near it the *Balmi Joki* forms a fine fall.

The ascent of the ***Sulitelma** (Lapp '*Sullui Cielbma*', 'festival mountain') from this point takes 13 hrs. (there and back) and is neither very fatiguing nor dangerous. In 1½-2 hrs. we reach the plateau of **Haukabakken* (2185 ft.), with a fine view of the Langvand, the Svartisen, and the Sulitelma group; 2 hrs. more bring us to the foot (about 3280 ft.) of *Stortoppen* (6180 ft.), the most N.W. of the three summits of the Sulitelma, which stretch from N.W. to S.E. After a steep climb of 1½-2 hrs. over loose stones we reach *Vardetoppen*, the W. horn of Stortoppen (about 490 ft. lower than the latter), and enjoy a grand outlook over a wild desolate mountain region, with innumerable glaciers (here known as *Jækna*) and lakes. The Stortop, which lies opposite, can hardly be ascended from this side; the first ascent was made in 1888 from the *Sala-Jækna*, which is wedged in between the summits and thence extends to the S.E. into the Leurodal (see below). The mountain is covered with enormous masses of snow, which have forced the glaciers to descend 600-700 ft. below the snow-line. — Adjoining the Sulitelma group on the N. is the *Olmajalos* (5350 ft.), with the *Olmajalos-Jækna* and the *Lina-Jækna*.

From Fagerli we may also ascend the *Rapisvari* (2171 ft.; 2 hrs.), commanding a fine view of the Langvand and the Sulitelma; or we may proceed up the Balmi Joki to the (2¾ hrs.) *Lommijaur*, a lake at the S. base of the Sulitelma, which we skirt to the (2½ hrs.) height (2780 ft.) between it and the *Leurodal*. View of the Sulitelma, Sala-Jækna, and Lommijaur. We are here close to the Swedish border; to *Kvickjock*, see p. 387. We may return to Fagerli viâ the tourist-hut on the *Vasbotnfjeld*, descend thence into the Saltdal, and take the steamer from Rognan.

From Fineidet the steamer steers into the S. arm of the fjord to —

Rognan (skyds-station; fair quarters), its last station, where it stops for 1 hr. or more. Rognan lies at the end of the Skjerstadfjord, on the left bank of the *Saltdals-Elv*. *Saltdals-Kirke* stands on the right bank.

From Rognan we may drive up the Saltdal, traversing pine-woods and passing *Sundby*, *Almindingen*, and *Nævernæs*, to *Rusaanæs* (fair quarters), whence we may reach Oosbakke in the Beierendal (p. 230) in one day or Bjældaanæs in Ranen (p. 230) in two days (horse 10. guide 6 kr. per day).

(3) An excursion from Bodø to the island of **Landegode**, 12 Kil. to the N., takes a whole day (there and back). We row across in 2-3 hrs. (3-4 rowers) and land near the gaards of *Kvig* and *Sandvig*. Thence we may ascend the **Kvittind* (2320 ft.; with guide; 2-2½ hrs.), which affords a grand view of the whole chain of the Lofoten Islands (N.), of the Sulitelma (E.), and of the Hestmand and Threnen (S.).

31. The Lofoten Islands.

The Mail Steamers ply from Bodø to *Lødingen* (p. 241) by different routes. The lines 'Communicationer' 226 I, 228, and 229 follow the coast as far as *Grøtø* (p. 240) only, and then cross to (5-6 hrs.) *Svolvær* (p. 238), whence the first line takes us viâ *Kjeø* to *Lødingen* in 5 hrs. more, while the two others proceed direct in 3 hours. — Line Com. 226 II skirts the mainland longer and is described separately (p. 240). — Line Com. 226 III, which goes direct from Bodø to the Lofoten Islands, takes us by *Moskenæs* (p. 237) and then by *Reine*, *Sund*, *Balstad*, *Stamsund*, *Henningsvær* (p. 237), *Hopen*, *Kabelvaag*, and *Svolvær* (12 hrs. from Bodø); thence viâ *Skroven*, *Brettesnæs*, *Risvær*, and *Kjeø* to *Lødingen* in 8 hrs. more. — Local steamers in connection with the mail-boats leave Svolvær alternately for the E. and W. coasts of the Lofoten and Vesteraalen groups. — The *Vesteraalens Dampskibs-Selskab* issues circular tickets for the voyage from Trondhjem to the Lofoten Islands, the use of the local steamer in the Lofoten and Vesteraalen groups, and food and lodging on shore, at the following rates: for 6 days 125 kr., 13 days 160 kr., 20 days 200 kr.

The Tourist Steamers take 7 hrs. from the headland of Kunnen (p. 231) to *Henningsvær*; thence through the Gimsøsund and the Raftsund to *Digermulen* 4½-5 hrs., and to *Lødingen* 2-2½ hrs. more.

A Visit of about a week in the Lofoten Islands is described as full of interest. Fair quarters and tolerable fare are to be obtained at various points, especially in *Svolvær*, *Kabelvaag*, and *Digermulen*. The traveller must be prepared to do a good deal of walking on rough paths and to arrange his sleeping hours and meal-times, not according to the clock, but according to the departures of the steamers and the length of the excursions (comp. p. 223).

The broad **Vestfjord**, which is entirely unprotected towards the S.W., separates the Lofoten and Vesteraalen Islands from the mainland. The tourist-steamers traverse it from end to end, while the mail-steamers steam across it. In both cases we enjoy a superb **View of the jagged chain of the Lofoten Islands ('Lofotvæggen', or the wall of Lofoten) in their full extent. The light is most favourable in the forenoon. Weird, but less imposing, is the midnight light, which pales the moon into insignificance. Most effective of all is stormy weather or a sudden tempest. But in any case,

unless the view is blotted out by mist or rain, the passage of the Vestfjord presents one of the finest sights in the Nordland.

The chain of the ***Lofoten Islands** forms a wide curve starting from the *Vesteraalen Islands*, which flank the mainland, and extending for about 150 Kil. to the S.W. into the Atlantic; and it has not inaptly been likened to a backbone, tapering away to the smaller vertebræ of the tail at the S. end. Most of these islands lie so close together that no opening in their long mountain-chain is visible from a distance, but those at the S. end of the group are wider apart. This chain forms a perfect maze of hills, bays, and straits, interspersed with thousands of rocky islets ('Holme', 'Skjær', or 'Flese', from Icel. *flesjar*, as they are often called) and numerous fishing-banks ('Skaller', 'Klaker'), and enlivened at places with fishing-villages ('Vær'). Most of the mountains are picturesque and pointed in shape, often rising immediately from the sea; many of their peaks have a crater-like formation, recalling those of the Tátra Mts. in Austria. So far as not covered with snow, they are clothed with green moss, which has a peculiar luminosity in damp weather; but there is also no lack of barren rocks. Good harbours ('Vaage') abound, where large vessels, dwarfed to nut-shells, lie close to rocks several thousand feet high. The larger islands contain rivers and lakes of some size. The growth of trees in this high latitude is but scanty, but there is abundance of fresh vegetation owing to the dampness of the summers and mildness of the winters, so that sheep and other animals can remain in the open air all the year round.

The famous LOFOTEN FISHERY is carried on from the middle of January to the middle of April in the Vestfjord, between the islands and the mainland. During that period about 30,000 fishermen in some 8000 boats flock to the islands from the whole of the W. coast of Norway. They fish on three different banks extending as far as 4 Engl. M. out to sea, at a depth of 30, 45, and 120 fathoms respectively. The cod ('Skrei-Torsk', Gadus morrhua), which come here from the depths of the Atlantic to spawn, are caught with nets ('Garn'), long lines ('Liner') with baited hooks, or hand-lines ('Dybsagn'). The shoals ('Torskbjerg') of cod are so dense that hand-line fishers, with artificial minnow ('Pilk') and sinker ('Jernsten', 'Søkkjet', 'Sykket'), hook their prey as fast as they can lower their lines. The annual yield averages 20 million fish, and the number has even reached 37 millions (1886). A catch *(Fisket)* of 5-6000 cod per boat is considered a good haul. As the fishermen are paid in cash, the Norwegian banks send large sums of money to the islands every February.

The fish are carried ashore, and are either merely opened ('opvirket') and cleaned, or split entirely open ('Klipfisk', from klippet, split open) and spread out on the rocks to dry. They are then collected into heaps under small round wooden covers, known as 'hats', or are tied tail to tail and hung ('spærret') upon wooden frames ('Hjelder'). The fish caught after 14th April are cut open and the backbones removed, and are called 'Rotskjær'; when simply cleaned in the ordinary way, they are called 'Rundfisk' or 'Stokfisk'. 'Tørfisk' (dried fish) is the generic name. Fish salted without other preparation are called 'Laberdan'. The heads are dried by fire, pulverised, and converted into 'fish-guano'. On some of the outlying islands the cod-heads are boiled with sea-weed ('Tarre') and used as fodder ('Løpning') for the cattle.

As may be supposed, it is not easy for the multitude which flocks

to the spring fishery to find accommodation. Most of the fishermen sleep in temporary huts ('Rorboder') erected for them. In the middle is the fire-place ('Komfur'), where they cook their 'Supamøla' and 'Okjysta'. Each boat's crew is called a 'Lag', who choose their own 'Hovedsmand' or captain. The whole proceedings are usually very peaceable, especially as spirits are not procurable. A travelling chaplain ('Stiftskaplan') performs service on Sundays. At the close of the winter fishery ('Gaatfisket') most of the fishermen go N. to Finmarken for the 'Vaarfiske' ('summer fishery') or the 'Loddefiske'.

The fishery is unfortunately often attended with great loss of life. Thus when a westerly gale springs up, rendering it impossible to return to the islands, the open boats are driven 12-15 Engl. M. across the Vestfjord, often capsizing on the way. On these occasions the men often stick their 'Tolleknive' into the keel of their craft to enable them to hold on. Some of the keels are even provided with handles ('Stropper') for this purpose.

The south-westernmost of the larger Lofoten Islands is the **Moskenæsø**, on which lies *Moskenæs* with its church, a station of the mail-steamers on Line III and of the local steamers. The S. end of the island is called *Lofotodden*, past which runs the famous *Malstrøm* or *Moskenstrøm*, a strong current often dangerous to fishing-boats. Farther to the S. is the islet of *Mosken;* then the *Værø*, with church and parsonage; and the flat and populous island of *Røst*. Still farther in this direction are *Skomvær*, with the last lighthouse, and the sea-birds' haunt of *Nykerne*, populated chiefly by gulls and guillemots. — *Reine* (Sverdrup's Hotel), the second steamboat-station, is also situated on the Moskenæsø.

On the E. side of the Moskenæsø is the *Sundstrøm*, which separates it from the **Flakstadø**, on which lie the stations of *Sund* and *Nufsfjord*. On the W. side of the island is the church of *Flakstad*. Near Sund is the *Kvalvig* ('whale-creek'), a natural trap for whales, which not unfrequently enter the narrow bay at high tide and cannot turn to go out again.

On the E. side of the Flakstadø is the *Napstrøm*, separating it from the large **Vestvaagø**, on a small island at the S. end of which lies the steamboat-station of *Balstad*, a considerable fishing-port, backed by the *Skotstinder*. *Ure*, to the E. of the huge headland of *Urebjerget*, and *Stamsund* (Stamsund's Hotel) are also steamboat stations. Among the hills on the Vestvaagø the beautiful *Himmeltinder* are conspicuous. Good roads unite the villages on the Vestvaagø.

The tourist-steamers (p. 231) steer direct to the *Gimsøstrøm*, the strait between the Vestvaagø and the **Østvaagø**, the largest of the Lofoten Islands. On the S.W. point of the latter lies **Hennings-vær** *(Jensen's Hotel)*, with a guano-factory, a station of the mail steamers, one of the chief centres of the fishery traffic, and residence of the naval officer who superintends it. Above it towers the *Vaagekalle* (3078 ft.). Off the island lie the rocky islets *Flesene*, *Grundskallen*, and *Vestvær*, all excellent fishing-grounds. On the S. coast of the Østvaagø are the next stations, *Hopen* and —

Kabelvaag *(Olaf Trygvasen's Hotel*, R. & board, 5 kr. daily; *Frøken Olsen's Hotel)*, the largest fishing-station on the Lofoten Islands, near which are *Storvaagen* and *Kirkevaagen*. The church of *Vaagen* was founded at the beginning of the 12th century. Hans Egede, the missionary of Greenland, was pastor here in 1705-18. A road leads from Kabelvaag through fine rocky scenery to (1¼ hr.) a group of fishermen's huts opposite to Svolvær, to which we may cross by ferry in 20 minutes.

Svolvær *(Kaarbøe's Hotel; Hôtel Lofoten)*, situated on a small island off the S. coast of the *Østvaagø*, with guano-works, another busy fishing-station, is also the most important steamboat-station on the Lofoten Islands and is the starting-point of the Lofoten and Vesteraalen local steamers (p. 235). British vice-consul, *Mr. Henry J. Church*, at Brettesnæs (see below). The studio of the painter *Gunnar Berg* (d. 1894), containing a few paintings and sketches, deserves a visit. One of the 'Rorboder' (p. 237) should also be inspected. The *Svolværjura* (about 1900 ft.) may be ascended in 3 hrs. (there and back 5 hrs.); the midnight sun is visible from the top between May 28th and July 14th. — Opposite Svolvær are the islands of *Skroven*, with its lighthouse, *Lille Molla*, and *Store Molla*, with the steamboat-station *Brettesnæs* and a large English guano factory. A little farther to the N. is *Digermulen*, at the S. entrance to the Raftsund (see below).

The Tourist Steamers pass Henningsvær and enter the *Gimsøstrøm* (p. 237), which is flanked by finely shaped mountains. Beyond the small island of *Lyngvær*, at the head of a creek on the right, is the guano-factory of *Lyngvær*. They then steer past the *Gimsø*, on the W. side of which is the *Sundklakstrøm*, and out to sea on the N. side of the *Østvaagø* with its fjords and fine mountains. On the left lies the pleasant island of *Ulfø*, with the steamboat-station of *Melbo* (Fredriksen's Hotel). The strait we here pass through is called the *Hadselfjord*, after the church of *Hadsel* on the E. point of the Ulfø, visible in the distance. Due E. we observe the *Møsadel* (3610 ft.), rising in the centre of the **Hindø**. Its glacier is said to be the saddle of a persecuted giantess. This much contorted island belongs to the *Vesteraalen* group (p. 239).

About 3½ hrs. from Henningsvær the tourist-vessels pass the islet *Hanø* (station) on the left and enter the ***Raftsund**, the grandest of the Lofoten straits, separating the Østvaagø from the Hindø. Steering to the S., we pass between huge mountains furrowed with ravines and covered with large expanses of snow. On the E. are the *Brubrøktinder;* on the W. the *Nilsvigtinder*, the *Valdfjeld*, and the *Svartsundtinder*. The scene is grandest at *Løksund*, where at the head of the ***Troldfjord* tower the snowy *Troldtinder* in several peaks. In fine weather the tourist-steamers enter the Troldfjord, which is enclosed by almost perpendicular rocks

with snow-filled gorges. Looking back, we obtain another magnificent view of the Raftsund. To the W. rise the lofty *Korsnæstind* and *Rørhoptind*. The passage takes about an hour in all.

A very interesting excursion (4 hrs. there and back) may be made from Digermulen (see below) by rowing to the Troldfjord and then ascending on foot to the *Troldvand*, a mountain-lake almost always frozen (about 800 ft.), above which the Troldtinder rise almost sheer for 3200 ft.

At the S. end of the Raftsund lies the island of *Store Molla* (p. 238), and on the E. side of it, at the S.W. end of the Hindø, is **Digermulen,** a station of the local steamers, consisting of the house of the *Landhandler Normann* ('*Hotel') and a few fishermen's huts. Behind it rises **Digermulkollen (1150 ft.), which affords perhaps the most superb view in the whole Nordland, and was visited by Emp. William II. in 1889. Ascent 1½ hr.; at the top are a belvedere and a refuge-hut. (From this point a great Panorama was taken by the painters Jos. Krieger and Adalb. Heine in 1887.) We also obtain a beautiful survey of the Raftsund, on the E. side of which, in the foreground, rises the Sneetind, connected with the Digermulkollen, to the left of which are the distant hills of the Langø and the other Raftsund Mts. To the S.W. we overlook the whole of the Vestfjord with the open sea beyond it, and to the E. we see the mountains on the mainland. — An even more comprehensive view is obtained from the *Sneetind* (about 2300 ft.), ascended by an easy path from Digermulkollen in 1 hr.; descent to the shore 1¼ hr.

The local Vesteraalen steamer from Svolvær (p. 238) also traverses the Raftsund. From *Melbo* (p. 238) it steers to the N.W. to *Stene i Bø* on the Langø, an island with numerous fjords, peninsulas, and isthmuses, which forms the chief part of the W. Vesteraalen group and together with the *Skogsø* contains five parishes ('Fjerdinger'). The vessel then steers back to —

Stokmarknæs, on the Ulfø, and through the narrow *Børesund* to *Kvitnæs* on the Hindø. Thence to the N. between the Langø and the Hindø to Sortland. The Møsadel (p. 238) is visible the whole way. Grand scenery, with attractive foreground.

At *Sortland* (Ellingson's Hotel), on the *Sortlandsund*, we may land and wait for the boat returning next day. Meanwhile we may row (in a 'Sexring') across the Sund to visit the 'Eiderholme' or hatcheries of the eider-ducks (p. 239). — Next station —

Skjoldehavn (Petersen's Hotel), on the Andø, an island interesting to geologists only. From its extensive swamps, on which the 'Multebær' abounds, abrupt hills rise to a height of 1970 ft. The predominant sandstone and clay-slate formation is underlain by a thick vein of coal, extending beneath the sea. The last station towards the N. is *Risøhavn* (Nagel's Hotel) on the Andø, at which a local steamer from Harstadhavn also calls once a week.

Opposite Skjoldehavn, beyond the *Gavlfjord*, lies *Alfsvaag* (P. Eriksen's Hotel) on the Langø. The steamer then goes on to *Langenæs*, at the N. end of the Langø, and returns on the W. side.

The tourist-ships round the promontory of Digermulen, pass the rocky islet of *Aarsten* on the right, and the *Øysfjord*, cutting deep into the Hindø, on the left, and *Kjeø* (Line I), also on the left, and off —

Lødingen they join the course of the mail-steamers, as described in R. 32. (From Lødingen to Harstadhavn about 2½ hrs.)

32. From Bodø to Tromsø.

49 S. M. The following pages describe the course of the MAIL STEAMERS of 'Line II' from Bodø to *Lødingen*. These vessels also touch at Svolvær on the Lofoten Islands (comp. p. 235), but the rest of their course skirts the mainland. From Lødingen to *Tromsø* the course of all the mail-steamers almost coincides with that of the tourist-steamers. The mail-steamers take 9-10 hrs. from Bodø to *Svolvær*, 7-8 hrs. more to *Lødingen*, and 3 hrs. from Lødingen to *Harstadhavn*. From Harstadhavn to *Tromsø* all the vessels take about 10-12 hrs.

Bodø, see p. 232. — The steamer heads W. from the harbour and steers to the right through the strait between the small island that protects the harbour and the larger *Hjærtø*. To the left opens the Vestfjord (p. 235); and farther on, on the same side, rises the mountainous island of *Landegode* (p. 235).

4 S. M. *Kjærringø* lies to the S. of the *Foldenfjord*, the environs of which are grand. The lower part of the mountains has often been worn smooth by glacier-action, while their summits are pointed and serrated like the Aiguilles of Mont Blanc. The *Strandtind* in particular (sketched by Prof. Forbes in his 'Norway') has the form of an extinct crater. At the head of the Foldenfjord rise other huge mountains, one of which, the *Troldtind* (first ascended by C. Hall in 1889), resembles the Matterhorn.

The **Foldenfjord** divides into the *Nordfolden* and *Sørfolden* branches, to both of which a LOCAL STEAMER plies from Bodø in 10-12 hours. Stations: *Myklebostad*, *Kjærringø*, *Leinæs* (on the *Leinæsfjord*, to the N. of Nordfolden), *Nordfolden*, *Røsvik* (quarters at the Landhandler's), and *Dybvik* (at the end of Sørfolden). From Dybvik to *Fuske* on the *Saltenfjord*, see p. 234. Wild scenery. — From Sørfolden the *Leerfjord* diverges to the N.E.; from the Nordfolden diverge the *Vinkefjord*, with its prolongation the *Stavfjord*, and the *Mørkesvikfjord*.

Farther N. we pass through the *Gissund*, a very narrow strait, the bottom of which is often seen through the green water, to —

5 S. M. **Grøtø**. The mail-steamers of Line I steer hence straight across the *Vestfjord* to *Henningsvær* (see p. 237). Those of Line II pass between *Engelvær*, on the W., and the *Skotsfjord*, with the *Skotstinder*, on the E., steer to the E. into the *Flagsund*, between the mainland on the S. and the *Engelø (Stegen)* on the N., and stop at —

2 S.M. *Bogø*. They then steer round the *Engelø*, with the station of *Laskestad* and the church of *Stegen*, and cross the mouth of the beautiful *Sagfjord* to —

2 S.M. *Skutvik*, on the *Hammerø*, on which towers the pointed *Hammerøtind*. Farther on is the abrupt *Tilthorn*, first ascended by C. Hall in 1889. Then through the *Øxsund*, between the *Lundø* and the Hammerø, and out into the *Vestfjord*, in full view of the superb Lofoten chain (p. 236).

5 S. M. *Svolvær*, see p. 238.

The steamboats of Line II now steer back (E.) to the mainland.

6 S.M. *Tranø i Hammer*, on a many-armed peninsula.

3 S.M. *Korsnæs*, at the entrance of the *Tysfjord*, on which a local

IV STJERNÖ - HAMMERFEST - NORDKAP - VADSÖ
Östen for 20° Paris
19°
21°
22°
71°
III
IV
Svolvär
Bodö
Skjervö
Tromsö
Langö
Andö
Hindö
Ulfö
Tjällö
Ofoten Fjord
Vest Fjord
Vaags Fjord
Andsfjord
Senjen
Salangen
Rolldö
Andorjö
Grytö
Bjarkö
Senjehest
Harjangen
Tys Fjd.
Hjelmsö
Ingö
Rolfsö
Rolfsöhavn
Rolfsö Sund
Trolfjord Sund
Tarhals
Kamö
Mefjord
Björnö
Akkerfjord
Stensnäring
Fuglen
Särvär
Breivik
Sörö
Hamen
Strand
Gaashopen
Hasvik
Sörö Sund
Sildmyling
Loppen
Silden
Lörsnäs
Bergsfjord
N. Tverfjord
Olderfjord
Jökel Fj.
Jökel Fjd.
Oksfjord
Stjern Sund
Eliasen
Stjernö
Knaven
Kiverbugt
Alten Fj.
Seiland
Ledki
Olderfjord
Altenäs
Vargsund
Hammerfest
Tyven
Kvalö
Kvalsund
Haajen
Refsnäs
Refsbotn
Brandsvik
Kvalsund
Repparfjordbund
Gornitak
Närerfjord
Jemmeluft-oaivve
Lerrisfjord
Komagfjord
Korsnäs
Bälkis-oaivve
Jupvik
Maasö
Stabursnäs
Lakselvens
Vestbotn
Geograph. Anstalt von

INDÖ - TROMSÖ - LYNGENFJORD - STJERNÖ
Östen for Paris
KVALÖ
TROMSÖ
Ringvadsö
Reinö
Vanö
Fuglö
Fuglö Sund
Arnö
Karlsö
Loppen
Sörö
Silden
Stjernö
ALNAS NJARGA
Uló
Kaagö
Skjervö
Lyngen
Lyngenfjord
Ulfsfjord
Malangen
Balsfjord
Magerö
Nordcap
Kjelvik
Honningsvaag
Svärholt
Čorgaš-Njarga
Kjøllefjord
Finkirke
Mehavn
Gamvik
Omgang
Vingkongkjeilen
Porsangerfjord
SPIRTE-NJARGA
Laxefjord
Lebesby
Rago-Njarga
Berlevaag
Baasnäs
Makur
Kongsfjord
Batsfjord
Syltefjord
Hamningberg
VARJAG-NJARGA
Vardö
Vardöhus
Kiberg
Svartnäs
Langbunäs
Komagnäs
VADSÖ
St. Ekkerö
Nesseby
Varangerfjord
Tana
Vester Tana
Seida
Polmak
Tanenäs
Kistrand
Sydvaranger
Hammerfest
Östen for 26° Paris
1 : 1.500.000
English Miles
Wagner & Debes, Leipzig

steamer plies to *Kjøbsvig*. The chief arms of the Tysfjord are the *Hellemofjord* and the *Botnfjord* (extending to within 12 Kil. of the Swedish frontier), the *Grundfjord*, the *Manfjord*, and the picturesque *Stedfjord*, above which rises the *Stedtind*. The curious shape of this flat-topped mountain, with its sheer left side, is well seen from Lødingen.

From *Musken*, near the head of the Hellemofjord, a route leads by *Kraakmo*, situated between the 4th and 5th of the seven *Sagvande*, to *Tømmernæs* on the *Sagfjord;* another to *Hopen* on the Nordfoldenfjord (p. 240). — From Kraakmo (excellent quarters) we may ascend the huge *Kraakmotind*, and make an excursion by the 5th, 6th, and 7th Sagvand (the boat being dragged across the isthmuses) to the magnificent primæval forest on the 7th lake. From Kraakmo to Tømmernæs on the Sagfjord (17 Kil.) we row down the four lower Sagvande. Near the fjord is a waterfall 50 ft. high. — Another route crosses the picturesque *Dragseid* from *Drag* on the Tysfjord to the Sagfjord, the steamboat-stations nearest which are *Bogø* and *Tranø* (p. 240).

1 S.M. (22 S.M. from Bodø) **Lødingen**, an important telegraph station (comp. p. 227), with a church and parsonage, picturesquely situated on a peninsula of the many-branched *Hindø*, which is here separated from the *Tjællø* and the mainland by the *Tjællsund*.

To the N.E. of Lødingen extends the large **Ofotenfjord**, the geological continuation of the Vestfjord (steamer twice a week). The S. shore, on which lies *Balangen*, is fertile but rather tame. The steamboat touches at *Lidland* (good quarters) on the N. bank, at the entrance to the bay called *Bogen*, and then steers S.E. to *Victoriahavn* (terminus of a railway now being made to Gellivara in Sweden, p. 387), and to *Fagernæs* on the *Beisfjord* (good quarters at Mosling's). The grandest scenery on this fjord is to be found in its E. recesses, particularly the *Rombak* and the *Beisfjord*, between which rise the *Tøtta* (4921 ft.; easily ascended) and the *Vomtind*. The Landhandler at Fagernæs provides a guide.

To the S. from the Ofotenfjord diverges the **Skjomenfjord**, at the end of which lies *Elvegaard* (good quarters). A route to Sweden leads hence through the *Sørdal*, passing the old copper-mines of *Skjangli* (38 Kil.). The finest scenery here, however, is on the W. arm of the Skjomenfjord, at the end of which is *Skjomboln*, backed by *Frostisen* (to the W.), with its enormous glaciers. The sides of this mountain, rising 4265 ft. sheer out of the sea, have been worn perfectly smooth by the descending masses of ice.

The next stage is less interesting. We steer past the E. side of the Hindø through the *Tjællsund*, which afterwards expands into the *Vaagsfjord*.

4 S. M. *Sandtorv;* 2 S.M. *Græsholmen*, both on the Hindø.

2 S. M. **Harstad** or *Harstadhavn (Central Hotel*, R. 1½, D. 2 kr.; *Hôtel Nordstjernen)*, the first station in *Tromsø Amt*, on a fertile hill on the N.E. side of the Hindø, is an attractive and prosperous place. The steamers lie alongside the pier, where carioles are in waiting. The tourist-steamers halt here for about 3 hours. A drive may be taken to a neighbouring *Lapp Encampment* (comp. p. 245), and on the return a visit may be paid to the famous old church of *Throndenæs* (1¼ M. to the N. of Harstad), in the middle ages the northernmost in Christendom. The drivers demand 3-4 kr. per head for this drive; as there are plenty of carriages, travellers should decline to be crowded.

Harstad is a station of the Tromsø-Amt steamers to *Risehavn* (p. 239) in the Vesteraalen group.

To the N. we see the pointed mountains of the *Grytø*, and in the distance the *Senjehest*, the S. headland of Senjen (see below). The tourist-steamers steer to the N.E. across the *Vaagsfjord*. Here, before the middle of July, we have an opportunity of seeing the midnight sun (p. 224). Between the Grytø and the Senjehest appears in the distance the Vesteraalen island Andø (p. 239). To the E. tower the abrupt Aarbodstind and the Faxtind (see below). — The mail-steamers steer S.E. from Harstad to the *Roldø* and into the *Astafjord* to —

4 S.M. *Havnvik*, on the Roldø. Near it is the church of *Ibestad*, which, like that of Throndenæs, is of stone and vaulted, while all the other churches in Tromsø-Stift are of timber. To the S.E., on the mainland, towers the *Messelind* (3317 ft.), and to the S. of it the *Skavlikollen* (3297 ft.), both of which may be ascended, with a guide, the first from the *Gratangenfjord*, the second from the *Gravfjord*.

The scenery is graud as we steam through the ***Salangenfjord** and the **Mjøsund**, between the *Andorjø* and the mainland, through which the tourist-steamers pass on their return-voyage. On the mainland lie the stations of *Lavangnæs* and *Søveien*, also touched at by a local steamboat from Tromsø. Immediately to the W. on the Mjøsund rises the huge *Aarbodstind* (3855 ft.), with a large glacier and a waterfall, and to the E. the pointed *Faxtind* (3995 ft.).

The scenery is still more impressive at —

4 S.M. *Kastnæshavn*, whence all these mountains, including the pinnacle of the Faxtind, are seen at once, while the horizon to the W. is bounded by the mountains of Andø and others. To the W. lies the *Dyrø*, with the *Dyrøsund*.

4 S.M. *Kløven*, on the island of *Senjen* (648 sq. M.). Large quantities of 'Kveiter' (Hippoglossus maximus; halibut) are caught here and dried in the open air. The fat fins are called 'rav', the flesh of the back 'rækling'. A single fish sometimes attains a length of 7-10 ft. and more than fills a barrel. To the S.E. rise the snow-clad *Ghirragas-Tjokko*, or *Istinder* (4865 ft.). — The next station is *Finsnæs*, on the mainland, pleasantly situated on the *Finfjord*, whence a new road leads to the N., past the *Finfjordvand*, to Guldhav in the Maalselv-Dal (p. 243).

3 S.M. *Gibostad* (telegraph, comp. p. 227) is also in the island of Senjen. We steer between the island and the mainland. The shores are green, wooded, and tolerably well peopled, and the pretty sceuery is backed by snow-mountains. — Farther on, on the mainland, to the right, appear the white church and the parsonage of *Lenvik;* to the left rise the rugged mountains at the N. end of the island of Senjen; and ahead appears the Lille Blaamand on the Kvalø (p. 244).

The tourist-steamers and the mail-steamers of Line III cross the **Malangenfjord**; those of Lines I and II steer into it to the S.E. to Maalsnæs. This fjord, which formed the N. frontier of Norway in the middle ages, is enclosed by high mountains. To the S.W., S., and S.E. it sends off four deep inlets, of which the steamer affords a view. To the S. rise the snowy mountains of the Maalselvdal, and the snow peaks on the Lyngenfjord are visible to the E. The steamer does not enter these inlets, of which the longest are the *Nordfjord* and *Auerfjord*, but touches at —

5 S.M. *Maalsnæs* (Pedersen's Hotel), on a promontory near the mouth of the *Maals-Elv*. Maalsnæs is a good starting-point for excursions to the *Maalselvdal* and the *Bardudal*, inhabited chiefly by colonists from the Østerdal and the Gudbrandsdal, the first of whom settled here in 1796.

The following tour includes the Maalselvdal and the Bardudal: 1st day, from Maalsnæs to Øverby or Kongslid; 2nd day, ascend the Rostafjeld; 3rd day, to Kirkemoen in the Bardudal; 4th day, to Søveien.

1. Through the Maalselvdal to the Rostavand. We drive (fast stations as far as Bakkehaug) past *Hollændernæs*, where the Dutch attempted to found a settlement in the 17th cent. against the will of the Hanseatic merchants (p. 115). This is alluded to by Peter Dass: —

'*Men der denne Handel lidt længe paastod,*
Da blev det de Bergenske Kjøbmænd imod,
Hollænderne maatte sig pakke.'
(But their trade was soon brought to a close
By the merchants of Bergen, their foes;
And the Dutchmen were forced to be off.)

The first station in this picturesque valley is (14 Kil.) *Guldhav*. The road then leads past the church of *Maalselven* to (11 Kil.) **Moen** (good quarters at *Huys Enke's*). The grand mountain facing us is the *Ghirragas Tjokko*, or *Istinder* (p. 242), resemhling a crater. An excellent point of view is *Lille Mauket* (1850 ft.), near Moen. (The rest of this route lies beyond the limits of our Map.)

Passing several small stations, and then (18 Kil.) *Bakkehaug* and (12 Kil.) *Neergaard* (slow station), with its small church, we arrive at *Øverby* (poor quarters; slow station), which, with the Nordgaard, lies at the confluence of the Maals-Elv and the *Tabmok-Elv*. (Through the valley of the latter a route leads to the Balsfjord and Lyngenfjord; p. 247.) Above the *Rostavand* rises the huge **Rostafjeld** (5110 ft.), the ascent of which is not difficult, and may even he made by mountaineers without a guide. We ride to the gaard of *Kongslid* (good quarters), whence the ascent is made through a small valley on the E. side. Wild reindeer sometimes seen. Opposite the Rostafjeld, to the S., rise the *Likkavarre* (4895 ft.), *Ruten* (4385 ft.), *Alap* (4955 ft.), and *Seutivarre (Kamnæsfjeld);* to the S.E. the *Likkafjeld;* to the E., quite near, the *Brattifjeld*.

2. From Moen to Søveien. *Moen*, see above. The next station is (17 Kil.) *Sundli*, in the *Bardudal*. Before reaching Sundli we diverge to the left to *Fosmoen* and the *Bardufos*, a fine waterfall of the Bardu-Elv. To the left rise the *Istinder* (see above), the W. peak of which may be ascended. — 23 Kil. *Sætermoen*. The road in the Bardudal, uninteresting, goes on to Viken and the *Altevand*, where the *Guolaçærro* (or *Kistefjeld*, 5660 ft.) rises on the N. and the *Rokomborre* (5350 ft.) on the S. — Our route, a good carriage-road, crosses the hill called *Kobberyggen* to (10 Kil.) *Brandvold*, leads past the *Nedre Vand* to *Vashoved*, and lastly to (17 Kil.) *Søveien* (p. 242).

3. From the Maalselvdal to the Balsfjord. Of several routes the easiest (with guide; 1 day's walk) is from *Olsborg*, a little to the N. of the

station *Moen*, to *Storstennæs* (good quarters at the Landhandler's; not to be confounded with the group of houses opposite Tromsø mentioned on p. 245), from which *Havnnæs* (good quarters), near the S.E. end of the fjord, may be reached by boat (4 kr.) in 1½ hr. Hence we may take the steamer on the **Balsfjord**, on the E. bank of which are mountains 5000 ft. high, to Tromsø. Or we may proceed viâ *Nordkjos*, at the head of the fjord, and *Øvregaard*, and through woods and over pastures, to the Lapp settlement of *Mælen*, and thence across two rivers (horse sometimes to be obtained at Mælen) to *Hatteng*, at the S. end of the Lyngenfjord (p. 247), 6-7 hrs. from Havnnæs.

Leaving the Malangenfjord, we steam past the huge *Bensjordtind* (4085 ft.), with its expanses of snow, on the right, and the large island *Kvalø* on the left, where in the foreground rise the snow-clad rocks of the *Lille Blaamand* (2625 ft.). On the S. coast of the island, between *Buvik* and *Mjelde*, several old coast-lines (p. xxxiii) may be recognized. The *Blaamand* itself (3280 ft.), the highest hill in the island, rises on our left farther on. We steer into the *Tromsøsund*, about 550 yds. broad. Behind us the Bensjordtind remains in sight till we enter the harbour of Tromsø. To the N. we see the snow-clad Skulgamtinder on the Ringvadsø; to the E. we look up the Tromsdal, with the Tromstind in the background. The current in the Tromsøsund alters its direction according to the tide.

7 S.M. (19 from Harstad) **Tromsø.** — GRAND HÔTEL, with large public rooms, and therefore sometimes noisy at night; HÔTEL NORDEN, not so large, but quite as well equipped and perhaps more comfortable on the whole; both near the large church.

DIORAMA ('Tromsø in winter') in a pavilion on the quay (25 ø.). — BRITISH VICE-CONSUL, *Mr. J. H. Gjæver*; U. S. CON. AGENT, *Mr. Richard Killengren.* — PHOTOGRAPHERS, *Vickstrøm*, *Skjelne*, both near the market. — FURS (polar-bears' skins, etc.) at *M. Nielsen's*, Stor-Gade. — GOLDSMITH, *Claus Andersen*, near the pier. — LAPP COSTUMES, etc., at *Figenschau's*, near the quay. Families of Lapps are met in the town, who offer various articles for sale.

STEAMERS. Several local steamboats ('Tromsø-Amts-Dampskibs-Selskab') ply from Tromsø to the *Ulfsfjord*, *Lyngenfjord*, *Reisenfjord*, and *Kvenangsfjord*. All the large Nordland steamers also call here. Tromsø is therefore a good centre for excursions.

Tromsø, a town of 6300 inhab., with several churches and schools, the seat of an Amtmand and a Bishop, lies on the island of that name, in 69° 38′ N. latitude. It was raised to the rank of a town in 1794, and is a busy trading place, exporting large quantities of dried and smoked herrings and other fish, train-oil, fur, etc. Tromsø trades largely with Russia and fits up many vessels for the capture of seals and walruses.

In the market-place ('Torvet') are the *Town Hall* and the *Roman Catholic Church*. In the S. part of the town is the large timber-built *Protestant Church*, near which is the Hôtel Norden, while the Grand Hôtel lies farther to the S. On a hill outside the town is the handsome *Museum* ('Museet'; adm. 50 ø.), completed in 1894, containing admirably arranged natural history and ethnographical collections. — The town lies on a gentle slope, planted with mountain-ashes, wild cherry-trees, and birches, which attain a surprising size and luxuriance.

Above the town is a pleasant grove of birches, adjoined by the small villas of the townsfolk and a lake which supplies the town with water. Here also is the *Alfheim* (no alcoholic liquors), a public pleasure-garden, where all Tromsø assembles in the evening. We ascend beside the Sparebank, turn to the right at the fork of the road, and then to the left through the cemetery at the top, and descend on the other side. From the very top of the hill we see the snow-mountains of the Ringvadsø and the Kvalø to the N. and N.W.

An *Excursion to the Tromsdal, for the sake of seeing a Lapp settlement, takes 3-4 hrs., there and back. We row (usually direct from the steamer) across the strait to *Storstennæs* (not to be confounded with the place of that name on the Balsfjord), at the entrance to the *Tromsdal*. The path up the valley cannot be mistaken (¾ hr.). The ground is rough and marshy at places. (Carriages or horses are extremely dear.) We pass through a birch-wood on the S. bank of the brawling stream, and at length reach a kind of basin, with the Tromstind rising on the E., containing the **Lapp Encampment**, a colony of a few Lapp families from Swedish Lappland†. Their dwellings, called '*Darfe Goattek*' or '*Gammer*', are, in summer, round canvas tents stretched upon birch-poles, and in winter dome-shaped huts, formed of stone or clay, with round openings at the top for the exit of smoke and the admission of light. Each hut always has its fire, over which hangs a pot or kettle. The hearth is called 'aran', and the seat of honour beside it 'boasso'. The family sleep on one side of the fire, the servants on the other. These Lapps possess a herd of 2000-3000 reindeer, which graze on the adjoining hills. Of these a few hundred are collected to show to visitors. While this is being done the Lapps offer fur-boots ('Skal-Komager', or 'Skaller'), spoons

† In accordance with the frontier-treaty of 7th/18th Oct., 1751, the Swedish Lapps are entitled to migrate to the Norwegian coast in summer, and the Norwegian Lapps to Sweden in winter. These migrations lead to frequent disputes with the permanent inhabitants. The number of Lapps in Norway is estimated at 18,000, of whom 1700 are still nomadic. Sweden and Russia contain 12,000 more. The powerful race which once dominated Scandinavia has thus dwindled to 30,000 souls. The Lapps now intermarry freely with Norwegians and Finns. In Norway they are often called *Finner*, while the Finns are named *Kvæner*, from the 'län' of Kajana in Finland. From the fact that the dog alone has a genuine Lapp name ('Bædnag'), while the other domestic animals have names of Germanic or Finnish origin, it has been concluded that the Lapps were originally a race of hunters, who adopted the nomadic life within the historic period. On this theory the reindeer, now the mainstay of the Lapp, was at first an object of the chase only.

Among the numerous works on the Lapps may be mentioned: *Milford's* 'Norway and her Laplanders', 1842; *Everest's* 'Journey through Norway, Lapland, etc.', 1829; *G. von Düben's* 'Om Lappland och Lapparne', Stockholm, 1873; *Friis's* 'En Sommer i Finmarken', Kristiania, 1871; *Friis's* 'Lappisk Mythologi og Lappiske Eventyr', Kristiania, 1871; *J. Vahl's* 'Lapperne, etc.', 1866; *F. Vincent's* 'Norsk, Lapp, and Finn', 1885; *Cutcliffe Hyne's* 'Through Arctic Lapland', 1898.

of reindeer-horn, and other articles for sale. The peculiar crackling of the animal's hoofs reminds one of the sound produced by an electric battery. The reindeer are caught by a kind of lasso thrown over their horns. They are milked twice a week only. The rich and rather gamy milk, one of the Lapp's chief articles of diet, is diluted with water before use. 'The milk is strong and thick, as if it had been beaten up with eggs' (*Scheffer's* Lapponica, 1675). The cheese made of it is chiefly reserved for winter use. — On the way back from the Tromsdal we obtain a beautiful view of Tromsø with its green hills and the snow-mountains of the Kvalø (p. 244) and the Ringvadsø (see below) beyond.

The **Fløifjeld** (2600 ft.), a moss-clad rocky hill, rising from the sea opposite Tromsø, on the S. side of the entrance to the Tromsdal, is an excellent point of view (about 2½ hrs. to the top, a stiff walk). The path diverges from the Tromsdal ronte to the right, a few minutes from Storstennæs, beyond the houses. It soon becomes steep, and ends halfway up, beyond which we ascend over meadows (rich polar flora) and loose stones, and partly over snow. The top is marked by a large iron vane. Passengers by the tourist-ships may generally row across to Storstennæs early in the morning, climb the Fløifjeld, and descend direct (though no path) to the Lapp camp, which they reach about noon.

The **Tromsdalstind** (4085 ft.; guide from Tromsø 4 kr.) may be ascended from the Lapp camp in 3-4 hours. We walk to the (1 hr.) head of the valley, which ends in a great basin like those in the Pyrenees; then ascend the steep slope to the left, at first over tnrf and afterwards over snow (snow spectacles desirable). Herds of reindeer sometimes graze here. Before reaching the crest of the hill we have to scale a very steep snow-field. The final ascent, over snow and detritus, is easier. The top, marked by a varde, commands the magnificent scenery of the Ulfsfjord and the glacier-chain on the Lyngenfjord; to the W. stretches the Arctic Ocean beyond Tromsø and the Kvalø. On the E. side the mountain falls almost sheer to a neck of land between the *Ulfsfjord* and the *Balsfjord (Ramfjord)*.

33. From Tromsø to the North Cape.

46 S.M. The Express Steamers (p. 221) take 12 hrs. from Tromsø to *Hammerfest;* Mail Steamboat to *Hammerfest* in 16-18 hrs., to the *North Cape* in 6 hrs. more (comp. pp. 221, 222). — The Tourist Steamers leave Tromsø in the afternoon, reach the *Fuglø* about midnight and *Hammerfest* the following day, and are off the *North Cape* in the evening.

The steamer steers N. through the Tromsøsund, and N.E. through the *Grøtsund*. To the left lies the mountainous *Ringvadsø* (with a glacier and a lake formed by a moraine); then the *Reinø*, at the S.W. end of which lies *Finkroken*. The steamers sometimes pass through the *Langfjord*, between the Ringvadsø and the Reinø. On the mainland, opposite Finroken, towers the *Ulfstind* (3280 ft.), posted like a sentinel at the mouth of the ***Ulfsfjord**, which here opens to the S., running inland for 50 Kil., and parallel with the Lyngenfjord. We obtain, in passing, a superb view of the snowy and ice-girt mountains of the Lyngen peninsula (p. 247), the *Jægervandstinder* (4920-5580 ft.) with the *Goatzagaise* (4440 ft.), and to the right of them the *Fornæstind* (5660 ft.).

On the **Ulfsfjord** a steamer from Tromsø plies once weekly. From the station of Jægervand (good quarters at *Christophersen's*) a visit may

be paid to the lake of that name, beyond which rise the massive Jægervandstinder. [From the S. end of the lake (12 Kil. in length) a difficult but interesting pass leads past the *Trollvand* to (4 hrs.) *Storstennæs*, whence we may skirt the Kjosenfjord to (3 hrs.) Kjosen (see below).] — At *Gjøvik* (good quarters at Hr. Gjæver's) the steamer enters the inlet of *Kjosen*, enclosed by huge glacier-covered mountains. At Kjosen, the terminus, quarters may be obtained at the postmaster's. For the excursion hence to the *Fornæsbræ* and for the road crossing an 'Eid' or isthmus to (3/4 hr.) Lyngen, see p. 248. — The steamer does not enter the S. part of the Ulfsfjord, which is named the *Sørfjord*.

The next station of the mail-steamers is the little island of (8 S.M.) *Karlsø*, beyond which the *Fuglesund* to the left leads between the *Vannø* and the *Arnø* out to the open Arctic Ocean. The tourist-steamboats usually reach this point about 10 p.m. and steer a little way down the Sund to await the **Midnight Sun, which, to those who have the rare fortune to see it unclouded, presents a glorious spectacle. Across the blue, yellow, and silver shimmering sea appears in the foreground the rocky *Fuglø* (2572 ft.), the sharp outline of which recalls Capri; to the left of it in the background, just above the horizon, hangs the red and gold disk of the sun. This beautiful scene is even more impressive than the view from the North Cape. At times, however, fog or the storms of the Arctic Ocean mar or blot out the scene. The milk-white mist often lies on the surface of the water only, while the sky is bright and sunny. In this case the steamer casts anchor, and passengers will have leisure to observe the peculiar white 'Skoddebuer' or fog-bows.

On the islet of *Skaarø*, which lies outside the Vannø, is a Whaling Station, with a train-oil factory, of the Anglo-Norwegian Fishing Co., whose headquarters are at Tromsø. If a whale has been recently captured (which the captain learns at Tromsø), the tourist-steamer steers to the spot. The smell is perceptible from afar, and the sea is covered with oily refuse. Presently we come in sight of the slaughtered cetacean and the skeletons of former victims. Passengers (who wish) are rowed ashore. The stony banks are covered with grease. A full-grown whale (*i. e.* 65-100 ft. long, and 20-100 tons in weight) is rarely seen, the chase being so hot and the yield so valuable that the leviathan is generally doomed to die before he attains a length of more than 15-20 ft.; and even at this early stage he is said to be worth 3000 kr. or more. Stomach permitting, we may look into the boilery, and perhaps buy a whale's ear (3-5 kr.), fin (1 kr.), or other souvenir. — The whale-fishery is carried on by small steamers, which shoot their harpoons from small cannon in their bows.

To the S. opens the **Lyngenfjord, which the tourist-steamers visit on their way back from the North Cape. (Local steamboat from Tromsø twice a week.) A glimpse only of its superb scenery is obtained from the mail-steamers. The Lyngen peninsula, which is bounded on the W. by the Ulfsfjord and on the E. by the Lyngenfjord, and ends in the bold headland of *Lyngstuen*, is wholly occupied by snow and ice-clad mountains of thoroughly Alpine character, rising immediately from the sea. The last peak to the N. is the *Pipertind* (4042 ft.), on the N. shoulder of which lies a broad *Glacier, embedded between several peaks. Next to the Pipertind is the *Storskaal*, separated by snow-filled gorges from the *Vugastind;* and next to these peaks, beyond another gorge, is the *Ren-*

dalstind. A glacier descends almost to the sea. Behind rise the *Jægervandstinder* (p. 246), also with large glaciers. The vessel steers close under the almost sheer cliffs, which are familiarly known as *Smørstabben* (butter-slices), from their parti-coloured horizontal strata. The opposite bank of the fjord is also mountainous and partly covered with snow. Opposite the islet of *Aarøholm* rises the *Golborre* to the W. and the *Fastdalstind* to the S.W. Farther on, opposite the mouth of the Kaafjord, tower the great *Kjostinder* (5414 ft.). We round a headland, and, about 2 hrs. from the entrance to the fjord, reach the terminus of the tourist-steamer —

Lyngen or *Lyngseidet*, residence of a pastor, a doctor, and a Lensmand. Excellent quarters and fare (including wine and beer) are to be had at Anton Gjæver's, the Landhandler's, but there is not always room. After so long a voyage in an inhospitable region, the little church peeping from among birch-clad hills, and backed on both sides by snow-mountains, is specially attractive. To the S. of the valley, through which the road leads to the W. to (3/4 hr.) Kjosen (p. 247), rises the *Goalsevarre* (4150 ft.). At the foot of the mountain, about 1/2 M. from Lyngen, is a large Lapp settlement.

Lyngseidet (reached by the Tromsø steamer thrice weekly, by the Lyngenfjord steamer twice weekly, and once weekly by the Ulfjord boat viâ Kjosen, 4 Kil. distant) is a centre for EXCURSIONS IN THE LYNGEN DISTRICT. Good guides, however, are rare and expensive. *Petersen's* geological survey map of the Tromsø-Amt and the *Beskrivelse af Tromsø-Amt* (1 kr.), published by the 'Geografiske Opmaaling' in Christiania, will be found most useful. Some patience is required in dealing with the sluggish but proud peasantry of the district. The traveller who seeks accommodation from them must deposit his luggage before the door, and must wait until his request is answered with a 'Velkom' and a handshake before he can consider himself an accepted guest. About 1 1/2 kr. is given per day. Less ceremony is required with the Lapps.

Robust mountaineers can ascend the *Goalsevarre* (see above) in 4 hrs. without much difficulty. A guide is unnecessary, but a porter (2 kr.) may be taken from the Lapp encampment where the ascent begins. The view from the top embraces the Lyngenfjord to the S. and the Kjostinder to the N. — An excursion of 6-7 hrs. may be made to the mountain-basin enclosed by the Goalsevarre, the *Rørnæstinder* (about 4100 ft.), and the *Jertind* (about 3600 ft.). — This is a fine excursion for one day: across the Eid (200 ft.) to (4 Kil.) *Kjosen* (p. 247); row to the (1 hr.) *Fornæsdal*, and walk up that valley (fatiguing; guide indispensable), crossing old moraines, to the **Fornæsdal-Bræ*, which descends between the *Fornæstind* and the *Durmaalstind* from the *Golzevaggegaissa*.

The following tour takes 1 1/2 day: drive to the S. to (12 Kil.; fare 3 kr.) *Pollen*, then row to *Dalen* (primitive quarters); next day walk up the beautiful but uninhabited *Lyngsdal*, passing the *Jæggevarre* (6285 ft.) on the N., to the (2 1/2 hrs.) great glacier descending from the main plateau (lower end 1300 ft. above the sea). From the Lyngsdal we may also ascend the *Njalavarre* (5010 ft.) to the S. (fine view of the Jæggevarre glaciers), or walk to the N. to the glaciers of the *Ruksisvaggegaissa*.

Another good excursion may be made to the E. to the *Kaafjord*, which is reached by rowing-boat in 3-4 hrs. Fine retrospect of the glaciers of Lyngen on the passage. Good quarters at the house of Marius Wassmuth in *Langnæs*. Six waterfalls, about 3000 ft. high, fall from the steep cliffs of the inner Kaafjord. The inhabitants of this district are so-called 'Sea Lapps', who have abandoned nomadic life and maintain themselves by fishing and cattle-rearing. Their acquaintance may be made by travellers

who row from Langnæs to (1½ hr.) *Kaafjordbotn* and thence proceed on foot for about 2 hrs. up the Kaafjorddal. Near *Skatvold* are some interesting coast-lines (p. xxxiii). About 3 hrs. farther on is a copper-mine.

The Tromsø-Amt steamer goes on to the S. of Lyngen to the market village of **Skibotten** (fair quarters at *Antonie Rasch's*), at the mouth of a river (good fishing), with a good view of the Njalavarre. Thence a sailing-boat may be taken up the *Storfjord* (as the fjord is here called) to **Hatteng** (good quarters at *Hans Kiil's*) at the head, finely situated, with the truncated cone of the *Hatten* on the N.E., the jagged ridge of the *Mandfjeld* on the S.E., and the *Ottertind* on the S. To the N. a glimpse of the glacier-clad mountains on the Lyngenfjord is obtained. — From Hatteng to Havnnæs on the Balsfjord, 6-7 hrs. (see p. 244); a horse, for fording the streams, should be hired as far as Mælen.

On their way N. both tourist and mail steamers (which last touch at different stations on each of their different routes) pass the Lyngenfjord and steer between the *Arnø* and the picturesque **Kaagø* (3966 ft.), with its glacier, into the *Kaagsund*. On the left at the exit of the Kaagsund is the *Løkø*, on the right is the —

6 S.M. **Skjærvø** (good quarters at *Landhandler Kul's*), lying on a bay on the W. side of the island of the same name. It has a church, a post and telegraph office, and a physician. Nansen's ship, the *Fram*, under Capt. Sverdrup, anchored here on Aug. 20th, 1896, on its return from its three years' voyage to the polar regions.

To the S.E. we see the pointed *Kvenangstinder* on the *Kvenangsfjord*, the mouth of which we pass. From the peninsula on the E. side of the Kvenangsfjord, where the land is deeply indented by fjords on every side, rises the *Jøkelfjeld*, from which a glacier descends to the Jøkelfjord. The steamer now crosses the open sea, ('Lophavet') towards the N., to —

5 S.M. *Loppen*, the first station in Finmarkens-Amt, with its little church, its turf-covered parsonage, and a merchant's house. All that grows here is a few potatoes, nothing else surviving the storms which often rage for weeks. — The steamer steers S. into the *Bergsfjord*, rounds the wedge-shaped island of *Silden*, and stops at —

3 S.M. *Bergsfjord*, on the E. side of the fjord. Grand scenery. In the background is a glacier of the Jøkelfjeld, the discharge of which forms a waterfall. Passing *Lørsnæs*, we steer to the S.E. to —

3 S.M. *Øksfjord*, on the *Alnas-Njarga* peninsula, in a noble *Amphitheatre of mountains, conspicuous in which is a glacier to the W., descending from the great Jøkelfjeld (see above). To the N. is the small church.

The *Altenfjord*, which opens to the E., may be visited from Øksfjord by means of a local steamer which plies to it from Hammerfest.

The **Altenfjord** is remarkable for its rich vegetation; even at *Komagfjord* to the N. foliage-trees and wild strawberries are found. In literature, too, it has been made known by the visits of many eminent explorers (L. von Buch, Prof. Forbes, Keilhau, Ch. Martins, and others), and its lofty ancient coast-lines (p. xxxiii) add to its scientific interest. The chief mountains, all on the W. side, are *Kaaven* (3130 ft.), between the Stjernsund and the Langfjord, *Akkasolki* (3395 ft.), between the Langfjord and Talvik, and *Haldi* (3030 ft.), between Talvik and the Kaafjord. At the end of the fjord, above Kaafjord, rises the *Nuppivarre* (2675 ft.). — On the E.

side of the Altenfjord is the interesting *Aarø*, with the scanty ruins of the old fort of *Altenhus*, while on the mainland is the trading-station of *Jupvik*, near which potatoes flourish. In July the temperature here is sometimes 98° Fahr. In the neighbourhood of Jupvik is a small but picturesque 'bird-mountain'.

The steamer steers from *Øksfjord* through the *Stjernsund*, between the *Stjernø* and the mainland, and past the mouth of the *Langfjord*, to — *Talvik* ('pine-bay'), a pretty spot, with a church. Then to *Strømsnæs* on the Kaafjord, whence we may visit *Kaafjords Kobberværk*, a small copper-mine. Next —

Bossekop ('whale-bay'; *bosso*, Lappish for 'whale'; good quarters), with the church of *Alten*, at the foot of the *Kongshavnfjeld* (705 ft.), about 4 Kil. to the E. of the mouth of the salmon-river *Alten-Elv*. Important fairs are held here on 1st Dec. and 3rd March, to which Lapps flock in their curious sledge-boats. They bring reindeer-flesh, butter, and game (sometimes as many as 10,000 ptarmigan) which they exchange for fish, flour, and groceries.

FROM BOSSEKOP TO VADSØ VIÂ KARASJOK, 6-7 days. A guide (*vappus*, pilot) who understands Lappish is necessary. Travelling equipment, see pp. xxiv, 257. The first half of the journey is accomplished on horseback. Beyond the *Altengaard* the route crosses the *Alten-Elv*, and leads inland, to the S.E. We pass a number of 'sieidi', or sacred stones ('sieidi-gergi', oracle stones; several at the end of the *Kongshavnfjeld*, projecting into the Altenfjord), and 'sacred mountains' ('basse varek').

The first night is generally spent in the *Jodkastue* or *Romsdalsstue*, by the small lake of *Jodkajavre* (about 45 Kil. from Bossekop). — Farther on we observe to the N.E. the *Vuorie-Tjokk*, a bare conical mountain, and to the E. the *Vuolla-Njunnes*, once famous places of sacrifice. The country is mostly wooded, and the valleys are often very picturesque. We next reach the large lake of *Jesijavre* (1595 ft.), which we either skirt or cross by boat, and then descend the valley of the rapid, but navigable *Jesjokk* to the *Mollesjokstue*, the second 'Fjeldstue' or refuge, about 40 Kil. beyond Jodkajavre. — We then cross the fjeld to (35 Kil.) the third station, the *Zaurisstue*, on the *Zarijokjavre*. Hence we either proceed direct, by the *Geimo Javre*, to (25 Kil.) Karasjok, or go first to (16 Kil.) the *Karasjokka* ('rapid river') and descend on its left bank to (16 Kil.) Karasjok.

Karasjok (440 ft.; *Fandrem's Hotel*), with about 300 settled inhab., has a church and a large school-house, and is a good place for seeing life among the Lapps. — The remainder of the journey is made by boat. About 15 Kil. farther to the E. the Karasjokka unites with the *Anarjokka*. The combined rivers form the *Tana-Elv*, the right bank of which is Russian. At *Levvajok*, halfway to Polmak, a new 'fjeldstue' has been built, in which the night may be spent. On the second day the *Storfos* must be passed by means of a portage; but the other rapids are dangerous only when the river is low. At the church of *Polmak* both banks of the river are Norwegian. At *Suoppanjarga*, 8 Kil. above Seida (p. 257), we quit the boat, and have 20 Kil. of road to traverse to *Nyborg* (p. 257).

From Øksfjord the mail-boat steers to the N., towards the mountainous *Sørø*, on which are the stations of *Hasvik* and *Gaashopen*. This island, as well as the *Stjernø* and *Seiland*, which conceal the mouth of the Altenfjord (p. 249), to the right, have the tableland character common in Finmarken. In Seiland rises the *Jadki* (3527 ft.), with its unexplored glaciers. Numerous bays cut deep into the island. Between Seiland and the curiously shaped island of *Haajen*, which rises abruptly on the W. side and gradually on the E. side, we steer towards the harbour of Hammerfest. Before entering it, we look to the right into the strait of *Strømmen*, separating Seiland from the *Kvalø*, on which Hammerfest lies. A

promontory of the Kvalø narrows the strait to 1 Kil. at one point, across which the reindeer herds are made to swim to their summer pastures in Seiland.

30 S.M. (from Tromsø) **Hammerfest** *(Hôtel Nordpolen; Jensen's Hotel*, plain; Brit. vice-consul, *Mr. G. Robertson)*, founded in 1787, and now a town of 2200 inhab., is the northernmost town in the world (70° 40′ 11″ N. lat., 23° 45′ 25″ E. long.). The town is wholly timber-built. The Grønnervolds-Gade skirts the harbour, with the Rom. Cath. church and the telegraph-office. To the S.W. is the better quarter of the town, with the Stor-Gade as the principal street, and the Protestant church, the town-hall, and the schools, all rebuilt since the great fire of 1890. Hammerfest is a very lively place in summer, when the sun does not set from 13th May to 29th July. (Conversely, the sun never rises from 18th Nov. to 23rd Jan.; but the electric light introduced in 1891 affords some compensation.) It carries on a busy trade with Russia. The Vesteraalens Steamship Co. maintains a line of steamers between Hammerfest and Spitzbergen in summer (p. 260), and fishing-fleets are also dispatched hence to Spitzbergen and the Kara Sea. Cod-liver oil, prepared in numerous boileries, is the most valuable commodity of the place. Hence the all-pervading 'ancient and fish-like smell'.

The prolongation of the Grønnervolds-Gade leads to the N. round the harbour, then to the W. to (20 min.) the promontory of *Fuglnæs*, to which we may also row direct from the steamer. At the end is a lighthouse (disused, of course, in summer), with the dwelling of the keeper. A conspicuous little column of granite, called the *Meridianstøtte*, crowned with a globe in bronze, has also been erected here to commemorate the measurement of degrees in 1816-52, undertaken, as the Latin and Norwegian inscriptions record, 'by the geometers of three nations, by order of King Oscar I. and Emperors Alexander I. and Nicholas I.' — On the Fuglnæs Sir Edward Sabine made some of his famous experiments with the pendulum in 1823. Fine view of the town. A hill above the column, to the E., commands a view of the N. horizon, and consequently of the midnight sun.

A long hill above Hammerfest, on which, as we steam into the harbour, we observe a stone signal with a wooden top, is called ***Sadlen** ('saddle'; pron. *Sahlen*). An easy footpath, beginning beside the square band-stand at the W. end of the Stor-Gade, ascends the slopes in windings to the (¼ hr.) top, whence there is a fine view of the town and harbour. We may descend by the valley on the E. side, where we reach the carriage-road at the little lake *Storvand*. On the other side of the lake we observe the remains of a birch-grove and several small country-houses. — Ascending gradually for about 20 min. more from the signal, we reach the top of Sadlen, which overlooks the glaciers and snow-mountains of Seiland and the Sørø. This point is not, however, high enough for an unimpeded view of the midnight sun.

Time permitting, the traveller should not omit to ascend the ***Tyven** (1230 ft.; *tufva*, 'hill'), which rises to the S. of the town (1½-2 hrs.). Our directions will enable him to dispense with a guide. We follow the road to the E. of the Sadlen, above the Storvand, and then turn to the

right, following the telegraph-wires, but keeping well to the right to avoid the swamps. The Tyven is the high hill at the foot of which the wires run. A little farther on we pass under the wires and ascend to the left to a height covered with loose stones, pass a small pond, and reach (1 hr.) the foot of the abrupt Tyven. Here we turn to the left and skirt the base of a huge precipice, ascending the somewhat steep course of a small brook, fringed with willows *(Salix arctica)* and dwarf birches *(Betula nana)*. At the top of the gully we obtain a view of the sea towards the W. and the villas on the lake to the W., above which lies another small lake. Large herds of tame reindeer, whose peculiar grunting ('Grynte') is heard a long way off, always graze here in summer. We now ascend steeply to the right, passing an expanse of snow, which lies on the right, and then, keeping still more to the right, reach (3/4 hr.) the summit, which is marked by a pyramid of stones. The Tyven descends very abruptly on the W. side, with the sea washing its base, near which lies a bay with meadows, a birch-wood, and several houses. Towards the E. we survey the barren and desolate *Kvalø*, with its numerous ponds, and to the S. and W. long mountain-ranges, snow-fields, and glaciers. The islands of Seiland and Sørø are particularly conspicuous. To the N. stretches the vast horizon of the Arctic Ocean. Of Hammerfest itself the Fuglnæs only is visible. — The best way back is by the summit of the Sadlen (p. 251), to the W., where the view is similar, though less extensive. Returning by this route, we take 4 hrs. for the whole excursion; otherwise 3-3½ hrs. suffice.

Beyond Hammerfest the land ceases to be of any account except as subservient to the sea, and fish becomes the centre of all interests. The landscape is thoroughly Arctic, and the vegetation is so scanty, that a patch of grass 'which might be covered with a copy of the Times' is hailed as a meadow. — On the right the coast is deeply indented with fjords. On the left there are but few islands, between which we pass long stretches of the open sea.

6 S.M. *Rolfsøhavn*, on the *Rolfsø*. To the N. of the Rolfsø, and separated from it by the *Troldfjordsund*, is the *Ingø*, beyond which lies *Fruholmen*, with the northernmost lighthouse in Norway (71° 4').

3 S.M. *Havø*, in a bay on the *Havø*, with a church, a pastor, and a Landhandler. To the left rises a pointed hill called the *Sukkertop* ('sugar-loaf'). The mail-steamers of Lines II and III here enter the *Maassund* and touch at the *Maasø*, with its church, parsonage, and Landhandler's house, before proceeding to the Magerøsund (p. 254). The tourist-steamers, however, and also the mail steamers of Line I steer to the N., between the *Hjelmsø*, on the left, and the Maasø, on the right. At the N. end of the Hjelmsø is a 'bird-mountain', the haunt of countless sea-fowl, with the fantastically shaped *Hjelmsøtoren*. — The *Gjesværtop* soon comes in sight to the E. In front of it is the next mail-steamer station —

2 S.M. *Gjesvær*, on an island. To the N. rise the ***Stappene** (*stappi*, old Norsk for 'column'), four pointed rocky islands covered with dense flocks of gulls, auks, and other sea-fowl. When scared by a cannon-shot a number of the birds rise in dense snow-like clouds, uttering peculiar cries. Other birds take to the water, but great numbers remain sitting on the ledges of the rock. To the right opens the *Tuefjord*, cutting deep into the Magerø. The steamer

then rounds the long and low *Knivskjær-* or *Knivskjæl-Odde*, on which a steamer struck during a fog in 1881, projecting beyond the Cape, and soon (17 S.M. from Hammerfest) sights the North Cape, which presents a majestic appearance although of moderate height.

The ****North Cape** (968 ft.; 71° 10′ 40″ N. lat., 26° 39″ E. long.), named *Knøskanœs* by the early geographer Schöning, a dark-grey slate-rock, furrowed with deep clefts, rising abruptly from the sea, is regarded as the northernmost point of Europe, though the Nordkyn (p. 255) is the most N. continental point. Travellers land in the *Hornvik*, on the N.E. side of the Cape. Up the green mossy slope, which is swampy, stony, and steep at places, the Steamboat Co. has constructed a path, and provided it with a rope fastened to iron stanchions for the benefit of bad walkers. (Stout shoes for the ascent and wraps for the summit are very advisable.) We take about 50 min. to reach the top of the plateau, where a wire, very acceptable in foggy weather, leads in 20 min. more to the extreme point. A granite column here commemorates the visit of King Oscar II. in 1873, and a beacon records that of Emperor William II. in 1891. In a pavilion travellers await the hour of midnight, usually quaffing indifferent champagne (at 12 kr. per bottle) purveyed by the watchman who lives in the Hornvik in summer. The view embraces the open sea to the W., N., and E.; to the S.W. we see the Hjelmø and the Rolfsø; to the E., in the distance, the Nordkyn; to the S. the plateau of the Magerø, with its patches of snow, ponds, and scanty vegetation.

'The northern sun creeping at midnight at the distance of five diameters along the horizon, and the immeasurable ocean in apparent contact with the skies, form the grand outlines in the sublime picture presented to the astonished spectator. The incessant cares and pursuits of anxious mortals are recollected as a dream; the various forms and energies of animated nature are forgotten; the earth is contemplated only in its elements, and as constituting a part of the solar system'. — *Acerbi*, 'Travels to the North Cape'. London, 1802.

'And then uprose before me,
Upon the water's edge,
The huge and haggard shape
Of that unknown North Cape,
Whose form is like a wedge'. *Longfellow.*

To the E. of the North Cape is an excellent fishing-ground (comp. p. 236), where passengers are usually indulged with an hour or two of hand-line fishing from the deck of the steamer, the sailors gladly assisting novices.

34. From the North Cape to Vadsø.

The direct distance from the North Cape to Vadsø is about 45 S.M., but the course of the steamer, dipping deeply into numerous fjords, is at least 100 S.M. long. The mail-steamers take 62-70 hours.

Beyond the North Cape the sole attraction of the voyage consists in the utter bleakness and solemnity of the scene. Both mainland and islands now consist of vast and monotonous plateaux, called *Nœringe*, rising to 1000-2000 ft., and generally unrelieved

by valleys. The steamboat traverses long fjords without coming in sight of a boat, a human habitation, or even a bush, for half-a-day at a time. At the heads of these fjords, on the other hand, we frequently find smiling little colonies, surrounded with a few bushes and trees.

From the Maasø (p. 252) the mail-steamers steer to the E. through the *Magerøsund*, between the large *Magerø*, the N. end of which is the North Cape, and the mainland. On the Magerø are the stations of *Honningsvaag* and (6 S.M. from Maasø) *Kjelvik*, with a church and Landhandler's house.

Beyond Kjelvik the steamer passes the *Porsangernæs*, glittering with white quartz, and enters the **Porsanger Fjord,** about 120 Kil. long and 20 Kil. broad, into which numerous streams fall at its S. end. In July and August the 'Sei' (saithe, *Gadus virens*), a fish of the cod species, is largely caught here in nets, each of which requires 30-40 men and 6-8 boats to manage it. The proximity of a shoal is indicated by the black and ruffled look of the water and the attendant flock of thousands of sea-gulls. The Sei enters the fjord in pursuit of the 'Lodde' (*Osmerus arcticus*, a kind of smelt), which resorts to the shore to spawn.

5 S.M. (from Kjelvik) *Repvaag*, near the *Tamsø*, a flat island with extensive moors, where the 'Multebær' (cloud-berry, *Rubus chamæmorus*) grows in abundance.

5 S.M. *Kistrand*, with church, pastor, doctor, and telegraph station.

On the E. side of the Porsanger Fjord is the peninsula of *Spirte-Njarga*, at the N. end of which is the headland of ***Sværholtklubben,** an almost sheer rock of clay-slate, about 1000 ft. in height, a resort of millions of sea-fowl. The owner of the headland is the Landhandler of *Sværholt*, which lies in a small bay to the E., of which he and his family are the sole inhabitants. He derives a good income from the sea-fowls' eggs; and the dead birds are used as fodder, being buried for a time, and afterwards packed in casks.

The mail-steamers now steer S. into the **Laxefjord,** and call at—

6 S.M. *Lebesby*, on the E. bank, a prettily situated place, with church, shop, etc. Numerous coast-lines are observed (p. xxxiii), up to 200 ft. high, and generally in pairs, one above the other.

Returning from Lebesby, the steamer passes the mouth of the *Eidsfjord*, at the head of which lies the narrow *Hopseid*, separating it from the Hopsfjord. We next round the *Drottviknæring*, a promontory between the Laxefjord and the small *Kjøllefjord*. At the end of the promontory rises the *Store Finkirke*, a huge rock, formerly revered by the Lapps; and in the Kjøllefjord, a little beyond it, is the *Litle Finkirke*. The vertical strata of sandstone here are like basalt. At the head of the fjord we reach —

7 S.M. *Kjøllefjord*, an 'Annexkirke' of Lebesby, with several houses and 'Gammer' (see p. 245). The shore and the bottom of the

fjord are covered with bonlders. An old coast-level is distinctly traceable on the right. Leaving the Kjøllefjord, the vessel steers round the *Rødevæg* ('red wall') to the station of —

2 S.M. *Skjøtningberg*, and along the bold cliffs of the *Čorgaš-Njarga* (pron. Chorgash), a large peninsula connected with the mainland by the narrow isthmus of Hopseid. The N. end of the peninsula is the **Nordkyn** (or *Kinnerodden*), in 71° 6′ N. lat., the northernmost point of the mainland of Europe. Two bold mountains on the W. side guard the entrance to a basin, in which lies *Sandvær*, a solitary fisherman's hut. The masses of quartzose rock, broken into enormous slabs, have a very imposing effect. Next, on the right, are the headland of *Smørbringa* and the flat *Sletnæs*, with a curious rock-formation called '*Biskopen*' (the bishop).

The next station is (6 S.M.) *Mehavn*, with the whaling-station and train-oil manufactory of *Svend Foyn*. Then (3 S.M.) *Gamvik*. Passing *Omgang*, the steamer now enters the large **Tanafjord**, about 70 Kil. in length, and skirts the E. bank, with its variegated qnartzose rocks. To the W. at one point we see across the narrow Hopseid into the Laxefjord. The hills on the E. side of the fjord increase in height, culminating in the *Stangenæsfjeld* (2315 ft.). To the W., farther on, is *Digermulen*, a peninsula separating the Tanafjord from the *Langfjord*, and to the S. rises the *Algas-Varre* ('holy mountain'), above Guldholmen. We call at (2 S.M.) *Finkongkjeilen* and at —

6 S.M. *Stangenæs* (Lapp *Vagge*, 'valley'), where there is a guano factory. Bushes, trees, and even potatoes are seen here. From this point we look up the *Vestre* and *Østre Tanafjord*, and the *Leebotten*, a bay to the S.E. — The water is too shallow to admit of the steamer going on to *Guldholmen* (p. 257).

The steamer turns and steers down the Tanafjord, skirts the *Tanahorn* (865 ft.), at the N. end of the peninsula of *Rago-Njarga*, and steers to the E. to (7 S.M.) *Berlevaag*, (5 S.M.) *Makur*, and (4 S.M.) *Syltefjord* (Lapp *Orddo-Vuodna*), with a 'Fugleberg' ('bird hill') of sea-gulls and auks. — The scenery becomes more and more dreary, and the shore lower (400-500 ft.), while fog and many stretches of snow intensify the gloom. This whole peninsula is named the *Varjag-Njarga*, and is separated from the Rago-Njarga by the *Kongsfjord*.

1 S.M. *Havningberg*, with neat houses. To the left, at a height of 20-40 ft., lies the former coast-line, above which run the telegraph wires. To the W. is the projecting headland of *Harbaken*. Near Havningberg is the cavern of *Ovnen* ('oven'), nearly 100 ft. in depth.

3 S.M. **Vardø** (*Cornelius Lund's Hotel*; British vice-consul, *Mr. K. J. S. Holmboe*), a town of 2500 inhab., the chief fishing-station in Finmarken, lies in N. lat. 70° 22′ 35″ and E. long. 30° 7′ 24″, on an island which is separated from the mainland by the *Bussesund*. The town has two harbours, the larger and deeper being on the N. side,

protected by a large breakwater, and the other on the S. side. The neat houses are roofed with turf, and their little gardens grow a few vegetables. On July 21st, 1893, Dr. Frithjof Nansen set sail from Vardø in the polar-steamer 'Fram', and here, on Aug. 13th, 1896, he and his companion, Fred. Hjalmar Johansen, first set foot on Norwegian soil on their return, landing from the British yacht 'Windward', which had brought them from Franz Joseph Land.

To the W. of the town is the fortress of *Vardøhus*, founded about 1310, and now of no importance (garrison of 16 men only). To this fortress, however, Norway was indebted for her acquisition of Finmarken. Inscriptions here commemorate the visits of Christian IV., King of Denmark and Norway, in 1599, and Oscar II., King of Sweden and Norway, in 1873. To the E. of the fortress is a large *Train Oil Boilery*. — To the E. of the town rises the timber-built *Church*. In the vicinity are numerous 'Hjelder' for drying fish.

If time permit, we ascend the (20 min.) *Vardefjeld* (102 ft.), a rocky hill behind the church, overlooking the town and island, the *Domen* (535 ft.) to the S. E., the open sea to the E., and the district of Syd-Varanger to the S., with the adjoining Russian territory.

The astronomer *Pater Max Hell* of Selmecz in Hungary observed the transit of Venus across the sun from the isthmus between the two harbours in 1768-69. The church-register still contains a note written by him on 22nd June, 1769. — The climate here is mild, so that sheep spend the winter in the open air; but violent storms are frequent in winter (maximum cold 5° Fahr.). Comp. p. xxxviii.

The voyage from Vardø to Vadsø takes $3^1/_2$-$4^1/_2$ hours. We steer to the N.E. past the islands of *Renø* and *Hornø*. On Renø is the summer-residence of the commandant of Vardøhus, consisting of two turf-covered huts resembling 'Gammer' (p. 245). The down and eggs of the sea-fowl on the island form part of his income. The shore continues exceedingly barren. In the interior rise the *Ruyttotjock* and *Beljek*. We pass the small trading-station of *Kiberg* and skirt the S. side of the *Vadsø*, on which the town of that name formerly lay.

10 S.M. (55 from Hammerfest) **Vadsø** *(Hôtel Krogh; Aanstad's Hotel;* British vice-consul, *Mr. B. M. Akermand)*, a town with 2000 inhab., half Finns ('Kvæner'), lies in 70° 4′ N. lat., at the S. end of the peninsula of Varjag-Njarga. The Lapp name of the place is *Čacce-Suollo* (pron. chahtze), the Finnish *Vesi-Saari*, both signifying 'water-island'. The Finns, chiefly immigrants from the Russian principality of Finnland, who live at *Ytre-Vadsø*, the E. suburb, have several peculiarities. At their bath-room ('Sauna') a Russian vapour bath may be ordered by the curious. On every side are odoriferous 'Hjelder' for drying fish. Potatoes, a few stunted mountain-ashes and plum-trees, and several of our spring-flowers, such as forget-me-not and campion, brave the climate. The pretty *Church* stands on a hill to the N. of the town. The sacristy contains a votive picture of 1661. Under the tower, which may be ascended, is a

curious offertory-box. The *Residens* of the Amtmand is attractive. The shops sell interesting Russian articles ('Næverskrukker' or 'bark-pouches', etc.).

FROM VADSØ TO VAGGE ON THE TANAFJORD. — A LOCAL STEAMER plies to *Nyborg* in 3 hrs. (fare 3 kr. 55 ø.); we drive thence to *Seida* in 2½-3 hrs. (about 18 kr.); cross the river and drive to *Tananæs* in about 2 hrs.; ferry thence to *Guldholmen;* and row thence to *Vagge* in 1¼ hr. (about 6 kr.). Careful inquiry should be made of the captain of the mail-steamer as to the day and hour of her arrival at Vagge. He may also be asked to telegraph to Nyborg for a vehicle to await the traveller's arrival. The journey to Guldholmen may be made in a day, but as the mail-steamer does not reach Vagge until early on Frid. morning, it is advisable to spend Wed. night at Nyborg.

The local steamer, to which we may row direct from the mail steamer, leaves Vadsø 1 hr. after the arrival of the steamer of Line III (p. 221). It steers to the W. up the *Varanger Fjord*, past several Lapp settlements, the chief of which is *Mortensnæs*, and the church of *Næsseby*. The vegetation improves as we ascend the fjord.

Nyborg (quarters at the Landhandler's, where a vehicle is ordered for the drive to Seida) lies 43 Kil. to the W. of Vadsø, near the end of the fjord. About 15 Kil. to the N. rises the *Madevarre* (1470 ft.; forest limit, 650 ft.).

We drive across the *Seidafjeld* (over which extends a 'Rengjærde', Lapp 'Aide', or fence to prevent the reindeer from straying) to *Seida*, a newly appointed skyds-station, on the E. bank of the *Tana*, the largest river but one in Norway, noted for its salmon and the particles of gold it contains. We ferry across to the W. bank, on which a new carriage-road descends viâ *Maskjock*, where a tributary stream is crossed, *Bonakäs*, and the church of *Tana*, to *Tananæs*. Thence we take a rowing-boat to the island of —

Guldholmen ('gold island'; good quarters). Thence we must start not later than 4 a.m. on Frid. in order to catch the southward bound steamer at *Vagge*, where there are no quarters.

35. Syd-Varanger.

LOCAL STEAMERS ply from both Vardø and Vadsø to the SYD-VARANGER, a district extolled by the Norwegians (see *Friis's* Finmarken), where we see the Lapps and the industrious Finns to advantage. The explorer should have a veil ('Slør'), covering the whole head and fastened round the neck, and if possible a mosquito-tent ('Raggas') also, as gnats *(Culex pipiens)* occur in such swarms as sometimes to darken the sun.

Syd-Varanger, the district to the S. of the Varanger Fjord, was long a subject of dispute between Norway and Russia, but the frontier was at length defined by the convention of May, 1826, and confirmed in 1834. This region abounds in timber (whence it is known as 'Raftelandet', the land of planks or rafters), in fish, and in birds.

The local steamer conveys us across the Varanger Fjord to the S. from Vadsø to **Bugønæs** (good quarters at the Landhandler's), at

the mouth of the *Bugøfjord*, which runs a long way inland. On the W. side of the fjord rises the *Bugønæsfjeld* (1805 ft.), and to the E. the *Brasfjeld* (1335 ft.). On the right opens the *Kjøfjord*, the banks of which are almost uninhabited. We skirt the N. side of the bare *Skogerø*, touch at *Hjelmø*, and steer to the S. into the *Bøgfjord*, which farther on branches into the *Klosterfjord* and the *Langfjord*.

At *Kirkenæs*, on the promontory between these fjords, are the church and parsonage of **Syd-Varanger** (rooms at *Landhandler Fygenschou's*). Farther up the fjord (5 Kil.) lies the station **Elvenæs** (rooms at the Lensmand's), at the mouth of the large *Pasvik-Elv* or *Kloster-Elv*, named after the monastery of Peisen once situated here. The steamer goes on, weather permitting, to *Hvalen*, *Jarfjordbunden*, *Pasvik* (see below), *Smaastrøm*, and the Russian frontier on the *Jacobs-Elv*. Some 4-5 Kil. beyond Elvenæs is the chapel of *Boris-Gleb*, named after two Russian saints, situated on the left bank of the Pasvik, in a Russian 'enclave' of $^4/_9$ Engl. sq. M. Here reside the *Skolte-Lapps* ('scalp Lapps'), so named from the fact that they were formerly bald from disease.

The Pasvik-Elv consists of a series of lakes, some of them 10-20 Kil. long, connected by about thirty waterfalls, and for a distance of 100 Kil. forms the frontier between Norway and Russia. Its source is the *Enare-Träsk* (367 ft.), a lake nearly 550 Engl. sq. M. in area. — A visit may be paid from Boris-Gleb to the *Storfos (Gieddegævdnje)* and to the (6-7 Kil.) *Harefos (Njoammel Guoika*, 'hare-fall'), on the *Valegas-Javre*, a lake full of trout; also to the (40 Kil.) *Männikö-Koski* ('pine-waterfall'), through the fine forest scenery of the Syd-Varanger.

A good road leads from Elvenæs to the (9 Kil.) head of the *Jarfjord*, on which we may row to *Pasvik* (from the Lapp *basse*, 'sacred'), a fishing hamlet with a good harbour. A little farther to the E. is *Jacobselvs-Kapel*, the last steamboat-station, and the last place in Norway. Since the visit of Oscar II. in 1873, recalled by a marble slab, the place has been named '*Oscar den Andens Kapel*'. It lies on the *Jacobs-Elv* (Lapp *Vuorjem*), here the boundary between Norway and Russia. The 'Lodde' (smelt) fishery here is very important, the fish being largely used as bait.

The following Lapp words (in which č = ch, c = ts, and š = sh) occur frequently: *duoddar*, mountain; *varre*, hill; *varre-oaaive*, hill-top; *tjokk*, point; *njarg*, promontory, peninsula; *suolo*, island; *gedge*, stone; *čacce*, water; *vuodna*, fjord; *javre*, lake; *gaiva*, spring; *jokki*, river; *guoika*, waterfall; *njalmi*, estuary; *jækna*, glacier; *olmüš*, person, human being; *goatte*, house; *maa*, land; *buocco*, reindeer; *suoppan*, lasso; *guösse*, cow; *guösse-voja*, cow's-fat, butter; *guolle*, fish; *guvtjin*, trout; *muorra*, tree; *dædno*, fir, pine; *kumse*, cradle; *pulk*, *kjærris*, sledge; *beska*, fur-coat; *gabmagak*, shoes; *skalkomager*, fur-boots; *bellinger*, leathern gaiters; *nibe*, knife; *doppa*, edge; *bænagulam*, a mile (literally 'as far as a dog's bark is heard'). — The Lapp greeting on entering a house is '*rafthe vissui*' (peace to your house)! The answer, '*ibmel addi*' (God grant it)! '*Burist*' or '*buorre bæive*' (good day)! Answer, '*ibmel addi*!'

36. From the Altenfjord to Haparanda in Sweden.

About 705 Kil. (438 Engl. M.), a fatiguing journey of 11-13 days. From Alten to *Kautokeino* 4 days, thence to *Muoniovara* 3-4 days, and from Muoniovara to *Haparanda* 4-5 days. This route has been trodden by *L. von Buch*, *Acerbi*, *Martins*, *Bravais*, *Oscar Schmidt*, and other scholars and naturalists, but has no attraction except for purposes of science or of sport. The best time is between the middle of August and the middle of September. Earlier the mosquitoes are insufferable; later the days draw in and snow begins to fall. The traveller's passport must be *visé* by a Russian ambassador or consul (a consul at Hammerfest).

From Alten to Kautokeino, about 134 Kil. by the route across the mountains to the W. of the Alten-Elv, or 155 Kil. if we follow that river. We prefer the first of these routes, and engage guide and horses for the whole journey to Karesuando. Four 'Fjeldstuer' afford shelter, but provisions must be taken. The highest part of the vast fjeld which the route traverses is the *Nuppivarre* (2730 ft.; 'varre' the Lapp, 'vara' the Finnish for mountain). The stations are: 36 Kil. *Gargiastue* (360 ft.); 20 Kil. *Suolovuobme* or *Solovom* (1300 ft.); 26 Kil. *Piggejavre* (1110 ft.); 52 Kil. *Kautokeino*.

The longer route, following the Alten-Elv *(Alatajokki)*, crosses the *Beskadosfjeld* to the *Ladnijaure* and *Masi* (810 ft.), in order to avoid the *Sautzofosse*, the rapids in the lower part of the river. On the upper part, where there is little stream, we row up to —

Kautokeino (865 ft.; good quarters at the Landhandler's, or at the Lensmand's, who is obliging and well informed), a settlement of Lapps and a few Finns, most of whom are absent in summer, with a church and parsonage. The sides of the village-well are coated with ice below. A few birches, but no pines. The name Kautokeino ('highest of the way') has been explained as marking the highest point on the way from the Arctic Ocean to the Baltic Sea.

From Kautokeino to Karesuando (ca. 100 Kil. or 62 Engl. M.), two days. We either ride or row up the Alten-Elv to (14 Kil.) *Mortas*. Thence to *Syvajärvi* in Finland (Russia), 55 Kil. more. The frontier, which we cross 11 Kil. before reaching this place, is formed by the watershed (about 1850 ft.) between the Arctic Ocean and the Gulf of Bothnia. A ride of 28 Kil. more, presenting little interest, brings us to —

Karesuando (1060 ft.; *Inn*), the first village in Sweden, with a church. The *Muonio-Elf* is here 400 ft. wide. Barley is cultivated.

From Karesuando to Muoniovara (ca. 100 Kil. or 62 Engl. M.), in one day by boat down the *Muonio-Elf*, the boundary between Sweden and Finland. The trip is very interesting, and the passage of the rapids is free from danger. It is usual to hire a boat and rowers as far as *Muonio-Niska* ('beginning of the Muonio') on the Finland side, or to *Muonio-Vara* (good quarters) on the Swedish side; but a fresh boat may be engaged at each station: 20 Kil. *Kuttainen;* 20 Kil. *Palojuensun;* 30 Kil. *Ketkisuando* (12 Kil. below which are seen the first pines); 20 Kil. *Rosteranta;* 10 Kil.

Muoniovara (760 ft.), prettily situated, with corn-fields. An interesting description of the salmon-spearing in the Muonio by torch-light is given by *L. von Buch.*

From Muoniovara to Haparanda (365 Kil. or 226 Engl. M.), also by boat, first on the *Muonio*, and then on the *Torneå-Elf*. The rushing of the *Muoniokoski*, a cataract upwards of 2 Kil. long, is audible at Muoniovara, 1/4 hr. distant. The descent is very exciting (2 kr. to the 'fors-styrman'). The foaming river careers wildly through a narrow gully and over sunken rocks.

The boat from Muoniovara to *Ruskola* (see p. 390) is manned by three boatmen, holds two passengers only, and costs about 80 kr. Besides the cataracts just mentioned we descend a series of other rapids. The whole voyage (about 280 Kil.) takes 2 1/2-3 days. Good quarters at *Kihlangi*, *Kengis Bruk* (iron-works), *Pello*, and *Matarengi*, with *Öfver Torneå* and the mountain of *Avasaxa* (p. 390), on the Finnish side.

Between the *Láppea* station and that of *Kengis Bruk*, 1 hr. below it, the large Muonio-Elf falls into the *Torneå-Elf*, which descends from the *Tórneå-Träsk* (65 Kil. long; 1130 ft. above the sea), to the E. of the Ofotenfjord. At *Pello* (265 ft.) the costumes of the natives are interesting. At the *Kittis*, a hill here, ends a degree of longitude measured by Maupertuis in 1736.

From *Matarengi*, where it is usual to land, to *Haparanda*, see p. 390.

From Láppea (see above) onwards there is also a land-route, which may be chosen as an alternative to the boat-voyage.

37. From Hammerfest to Spitzbergen.

About 750 Kil. (465 Engl. M.). The steamer 'Lofoten', of the *Vesteraalens Dampskibs-Selskab*, sailing in connection with the express-steamer from Trondhjem (p. 221), plies once weekly in July and August from Hammerfest to Spitzbergen in 2 1/2 days. It starts for the return-voyage (viâ the North Cape) on the evening of the day of arrival, so that travellers by this line usually spend a week on Spitzbergen. Return-fares from Trondhjem 480 kr., from Hammerfest 360 kr., including food; board and lodging at the Tourist Hotel (p. 261), 10 kr. per day (wine, etc., extra). Farther particulars from the steamship company's agents (*C. A. Gundersen* in Bergen, *Holger Fischer* in Christiania, *Krogh* in Trondhjem) or from the usual tourist-agencies (p. xiv). A deposit of 5*l.* is necessary to secure a berth.

A tourist-steamer of the *Nordenfjeldske Dampskibs-Selskab*, commanded by the experienced Arctic navigator, *Capt. W. Bade*, makes an annual pleasure-cruise in August from Hamburg, along the W. coast of Norway, to Spitzbergen and back (30 days, including a week on Spitzbergen). Return fares from Hamburg 800-1800 marks (40-90*l.*), according to accommodation. Particulars from Capt. Bade, Wismar, Mecklenburg, Germany.

The steamer 'Augusta Victoria' of the *Hamburg-American Steamship Co.* also plies in the season to Spitzbergen, remaining there one day.

Warm clothing should be taken for the voyage, although in Spitzbergen the thermometer never sinks below freezing-point in July and seldom in August. Stout boots are of course necessary for excursions on land. Sportsmen should provide themselves with a tent and waterproof ground-sheets or sleeping-sacks.

Spitzbergen, a group of Arctic islands, was discovered in 1596 by the Dutch navigator Willem Barents. About halfway between the Scandinavian mainland and Spitzbergen, in 74° N. lat., lie the uninhabited *Bear Islands*, a precipitous group of islets culminating in *Mount Misery* (1760 ft.), also discovered by Barents. Innumerable flocks of Arctic birds are found on these islands, and the sea to the S. of them is a resort of whales.

About midday on the second day after leaving Hammerfest the steamer is off the S. cape (76° 26′ N. lat.) of the W. or main island of **Spitzbergen**. It skirts the W. coast, where the *Hornsund-Spik* (4560 ft.) rises picturesquely, passes the mouth of *Bell Sound*, and enters the *Isfjord* or *Ice Fjord*, the largest inlet on this coast, running deep into the land. To the N. of the entrance rises the *Dødmand* ('Dead Man'; 2480 ft.), to the E. of which opens *Safe Haven*, with its magnificent glaciers. Numerous other sharp peaks and glaciers, all terminating in precipitous cliffs towards the sea, are seen as we proceed. The N. shore of the fjord, like the greater part of the whole W. coast, consists of primitive granite and gneiss, and its Alpine formations present a striking contrast to the gently sloping S. shore, which belongs to a later (miocene) period and where the mountains are at some distance from the sea.

The steamer passes *Green Harbour* and *Coal Bay* (so called from its seams of coal), and on the morning of the third day drops anchor in *Advent Bay* (78° 15′ N. lat.). Here stands the *Tourist Hotel*, built by the Vesteraalens Dampskibs-Selskab in 1896, with room for 30 guests and an excellent commissariat. On a neighbouring height are the remains of a clay-hut erected in Oct., 1895, by four Norwegian reindeer-hunters, who were prevented from leaving the island by the unusually early freezing of the sea; while two graves testify to the hardships of the Arctic winter. The sun shines here for four months uninterruptedly during summer, and the Gulf Stream, which washes the entire W. coast and part of the N.W. coast of West Spitzbergen, modifies the climate very considerably. The snow melts to the height of 1300-1600 ft. above the sea-level, and the ground is covered with a rich flora of flowers, ferns, moss, and lichen.

The hotel is a very welcome starting-point for Excursions. To *Mt. Augusta Victoria*, the broad glaciers of which are well seen from the hotel; there and back, 3-4 hrs. — To the *Vogelberg*, to the N.W., 5-6 hrs. there and back. — To the plateau on the *Nordenskjöldsberg*, where fossils of plants may be found, 8-10 hrs. there and back; to the summit (2300-2600 ft.), a few hours more. The wide view from the top ranges over the ice and snow clad interior of West Spitzbergen. — By rowing-boat to *Advent Bay Valley* (20-24 hrs.), where the sportsman will find numerous reindeer and Arctic foxes. — By rowing-boat to *Sassen Bay*, the easternmost bay of the Ice Fjord, another region affording good sport (3 days; more

when the wind is unfavourable). — By the small steamer 'Express' round the Ice Fjord, passing Sassen Bay, on the N. shore of which rises the *Tempelberg* (1650 ft.), and *Cape Thordsen*, and returning by the W. shores of the fjord (1 day). On Cape Thordsen is the so-called Nordenskjöld House, where a number of Norwegians perished in the winter of 1872-73. The Swedish polar expedition under Nordenskjöld spent that winter at Mussel Bay, on the N. coast.

A very attractive excursion, occupying about 3 days, may be made to the N. along the W. coast of West Spitzbergen. We steer through the shallow sound separating the island of *Prince Charles Foreland* from the main island (larger steamers keep outside), pass *Kings Bay*, with the mountain-peaks known as the *Tre Kroner* projecting from the ice-clad background, then *Cross Bay*, also with huge glaciers, and then the *Seven Ice Mountains*, to *Magdalen Bay*, perhaps the finest of the smaller fjords in Spitzbergen. Thence we traverse the *Dänen-Gat*, between *Danes Island* and *Amsterdam Island*, to *Virgo Harbour*, on *Smeerenburg Sound*. On Danes Island is the house of Mr. Pike, from beside which the Swedish explorer S. A. Andrée ascended in his balloon on July 11th, 1897. The sheds and scaffolding used in inflating the balloon are now a heap of ruins. On the E. Smeerenburg Sound is bounded by jagged mountains and huge glaciers. On the W. side are the flat shores of Amsterdam Island, the site in the 17th cent. of the Dutch summer-settlement of *Smeerenburg*. This station carried on so productive a whaling industry that, until the 'right' whale was finally exterminated in this region, Smeerenburg was regarded as of equal importance with Batavia in Java. No traces of the settlement where thousands of human beings used to spend the summer are now to be seen, except scattered bones and the well-preserved remains of coffins projecting from the shallow graves.

Capt. Bade (p. 260) usually continues his voyage to the N. as far as the 80th parallel, affording a view of the eternal polar ice. Sometimes walruses are seen on this voyage, and occasionally polar bears, which desert West Spitzbergen in summer. Bears are most numerous in the bays off the *Hindelopen* or *Hinlopen Strait*, which separates West Spitzbergen from *North East Land*. When the weather is favourable, the small steamer can accomplish the excursion from Advent Bay to these straits and back in 5-6 days.

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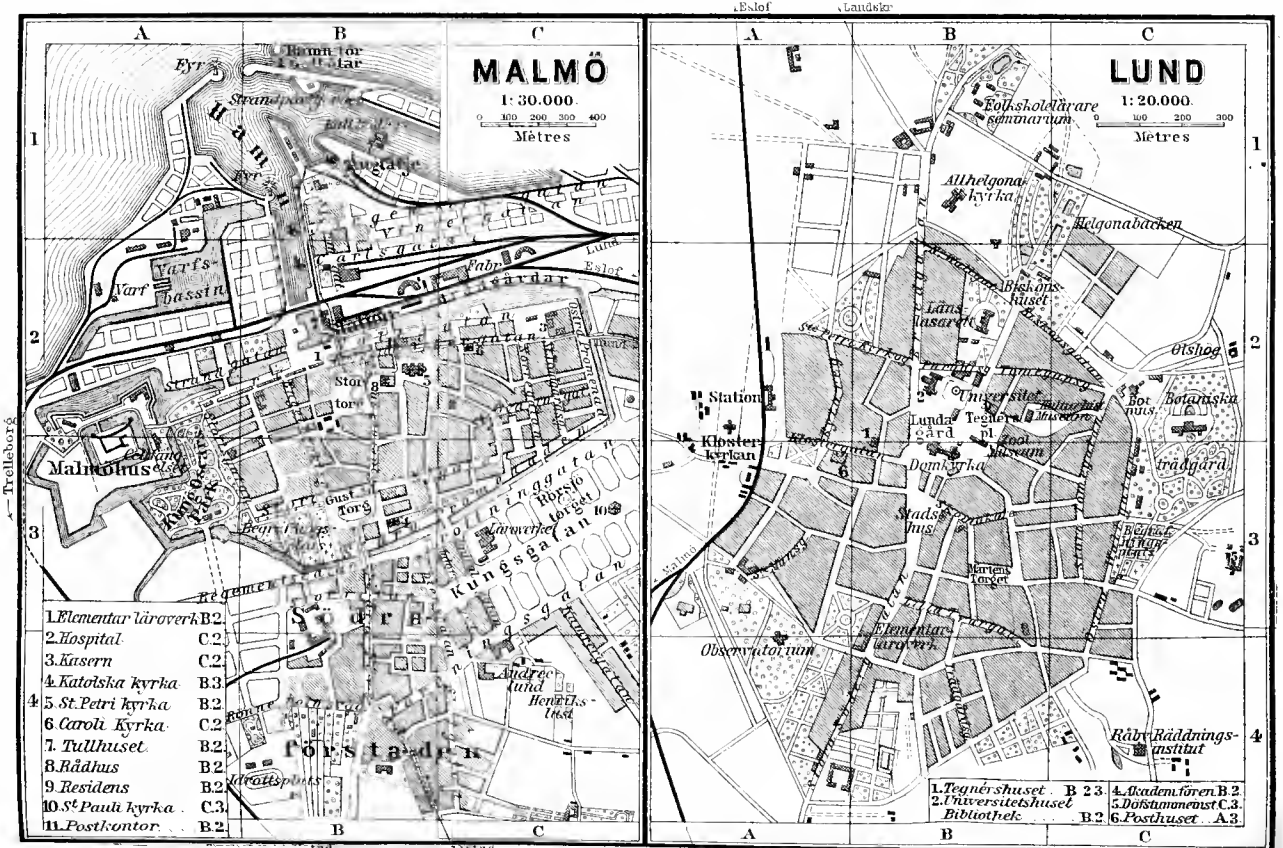
38. Malmö and Southern Skåne.

Arrival. The Steamboats from Copenhagen and Lübeck land at the E. quay in the main harbour, at the S. end of which is the *Tullhus* (Pl. 7; B, 2), or custom-house, where luggage is examined. The Steam Ferry Boats from Copenhagen (Ångfärje; Pl. B, 1) land in the E. side-harbour, where there is a special custom-house. A few paces from the S. end of the main harbour, to the left, is the Railway Station (Pl. B, 2) of the *Södra Stambana* (R. 39); porter ('bärare') 25-35 ö. each package. — The traveller should leave his luggage at the station (20 ö.) and at once buy the latest number of 'Sveriges Kommunikationer' (10 ö.). — For the return to Copenhagen it should be noted that the steamers start from the Kvæsthusbro, near the Kongens Nytorv (comp. p. 391), while the ferry boats start from the outside of the Toldbod (p. 391), where sometimes no cabs are to be had. Steamboats also ply to Stockholm, Gotenburg, etc.; others touch here on their way to London, Amsterdam, Bordeaux, etc.

Hotels (both with cafés-restaurants). Kramer's Hotel, Stor-Torg (Pl. B, 2), R. 1-4, D. 1½-2½ kr.; Hôtel Horn, opposite the railway station, similar charges.

Post Office (Pl. 11; B, 2), Öster-Gatan 45. — **Telegraph Office,** Norra Vall-Gatan 54 (Pl. B, C, 2). — **Tramways** from the harbour (Hamnen) to the Stor-Torg, and thence to the S. to Södervärn and to the E. to Östra Tullu. — **British Vice-Consul**, *Mr. Theodore Flensburg.* — **U.S. Consular Agent,** *Mr. Peter M. Flensburg.*

Sea Baths on the N. side of the harbour (Pl. B, 1).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Trelleborg
Ystad
1. Elementar läroverk B.2
2. Hospital C.2
3. Kasern C.2
4. Katolska kyrka B.3
5. St. Petri kyrka B.2
6. Caroli Kyrka C.2
7. Tullhuset B.2
8. Rådhus B.2
9. Residens B.2
10. St. Pauli kyrka C.3
11. Postkontor B.2
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Allhelgona kyrka
Helgonabacken
Biskops-huset
Läns-lasarett
Ostvåg
Station
Universitet
Lunda gård
Tegnérs pl.
Zool. Museum
Bot. hus.
Botaniska trädgård
Kloster kyrkan
Domkyrka
Stads-hus
Elementar läroverk
Observatorium
Råbv Räddnings-institut
Eslöf
Landskr
Trelleborg
1. Tegnérshuset B 2 3.
2. Universitetshuset
Bibliotheket B.2
4. Akademi-foren B.2
5. Dövstummeinst C.3
6. Posthuset A.3
Wagner & Debes Leipzig

Malmö, a thriving seaport, the capital of the fertile province of *Skåne*, with 53,900 inhab., lies on the *Sound*, opposite Copenhagen (16 Engl. M. distant), in a flat and uninteresting district. Besides its brisk trade, it possesses a number of manufactories (of gloves, cotton, tobacco, etc.).

In the middle ages Malmö was the chief trading town on the Sound, owing its prosperity mainly to the herring-fishery, which attracted merchants from all parts of the Baltic. It is mentioned for the first time in 1259, but it lay at that time in the *Vestervång*, now the suburb of Södervärn, while the site of the modern town was then occupied by the fishing-village of *Svalperup*. During the chequered reign of Christian II. of Denmark (1513-23) Malmö played a prominent part, headed by the burgomaster *Jürgen Kock*, who introduced the Reformation. The modern prosperity of the town dates from the end of the 18th cent., when *Frans Suell*, a merchant, caused the harbour to be constructed.

The *Harbour* is on the N. side of the town. Crossing the bridge beside the *Custom House* (Pl. 7; B, 2), we follow the street straight on to the S. to the STOR-TORG ('great market'), in which a bronze *Equestrian Statue of Charles X. Gustavus*, who united Skåne with Sweden in 1648, was erected in 1896 from J. Börjeson's design. At the N.E. angle of the square are the Rådhus (right) and the *Landshöfdinge-Residens* (Pl. 9), or governor's residence (left).

The *RÅDHUS (Pl. 8; B, 2), or town-hall, a handsome edifice in the Netherlandish Renaissance style, was built in 1546 and entirely restored in 1864-69. The groundfloor is of granite, the upper story, decorated with allegorical statues and medallions, is of brick.

The interior is shown on application to the 'Väktmästare' (25-50 ö.). The handsome *Knutssal* was the council-chamber of the once powerful *Knutsgille* ('Guild of Canute'). The *Landstingssal* contains a collection of portraits of Danish and Swedish kings and a painting by Cederström: Magnus Stenbock at Malmö in 1709.

Passing between these buildings, we reach the PETRI KYRKA (Pl. 5; B, 2), a fine Gothic brick church, founded in 1319 and restored in 1890, when the tower was completed. — In the S.E. part of the town are the *St. Pauli Kyrka* (Pl. 10; C, 3) and the *Högre Elementar-Läroverk* (Pl. C, 3), or elementary school, with a small museum.

At the W. end of the town is the MALMÖHUS (Pl. A, 2, 3), a fortress dating in its present form from 1537. Bothwell, Queen Mary Stuart's third husband, was imprisoned here in 1573-78, but his dungeon is now walled up. He died on 14th April, 1578, in the château of Dragsholm in Zealand. Between the castle and the town are the pleasant promenades of the *Slottspark* or *Kung Oscars Park* (restaurant), where a band plays twice daily in summer.

A pleasant walk may be taken along the E. pier of the harbour; restaurant at the *Strand-Pavillon* (Pl. B, 1).

A branch-railway runs to the W. from Malmö to the industrial village of *Limhamn*, the tall factory-chimneys of which are conspicuous from the sea.

RAILWAY FROM MALMÖ TO TRELLEBORG (p. 266; 33 Kil. in 2 hrs.; fares 1 kr. 75, 1 kr. 15 ö.), and thence viâ *Klagstorp* to *Rydsgård* (68 Kil., in 3¾ hrs.). — 19 Kil. *Hvellinge* (*Gjästgifvaregård).

About 4 M. to the W. of Hvellinge, on a bleak sandy peninsula, lie the small and ancient little towns of **Skanör** and **Falsterbo**, once famed for their herring-fishery and the 'Fair of Skåne'. A storm destroyed their harbours in 1631, and their population is now about 1000 only. The old churches are interesting. To the S. of Falsterbo is the ruined fort of *Falsterbohus*.

Trelleborg *(Stads-Hotel)*, the southernmost town in Sweden, with 2500 inhab. and several factories, has steamboat-connection with Sassnitz, on the island of Rügen. It has two railway-stations 1/2 M. apart: *Trelleborg Öfre*, the main station, and *Trelleborg Nedre*, at the pier. Railway to *Lund*, *Nassjö*, and *Stockholm*, see R. 39.

Railway from Malmö to Ystad (63 Kil., in 2 1/2-3 1/2 hrs.; fares 2 kr. 80, 2 kr. 25 ö.). — 6 Kil. *Hindby;* 11 Kil. *Oxie;* 16 Kil. *Skabersjö*, 3 M. to the N.E. of which is the handsome mansion of *Torup;* 21 Kil. *Svedala*, junction for Lund and Trelleborg (p. 267); 29 Kil. *Börringe*, junction for *Östratorp*, a fishing-village near the *Smyge Huk*, the S. extremity of Sweden (55° 18′ 20″ N. lat.); 34 Kil. *Näsbyholm;* 39 Kil. *Skurup;* 51 Kil. *Marsvinsholm;* 55 Kil. *Charlottenlund.* — 63 Kil. **Ystad** *(Hôt. du Sud;* Brit. vice-consul, *Mr. E. Borg)*, a busy seaport and manufacturing town, with 8000 inhabitants. Steamers to Stockholm, Malmö, Copenhagen, Gotenburg, Stettin, Lübeck, Bergen, etc.

The steamer plying between Copenhagen and the *Island of Bornholm* (see R. 70; every evening except Sun.) touches at Ystad on Sat. night.

Railway from Malmö to Cimbrishamn viâ Tomelilla (96 Kil., in 3 1/2 hrs.; fares 6 kr. 75, 3 kr. 40 ö.). 15 Kil. *Staffanstorp*, junction for Lund and Trelleborg (see p. 268); 24 Kil. *Dalby*, with an old church; 35 Kil. *Veberöd*, near which is the *Romeleklint*, the highest point in S. Skåne. At (42 Kil.) *Öveds Kloster*, is the château of the same name, on the *Vombsjö*, one of the finest private seats in Sweden. 53 Kil. *Söfdeborg*, with another fine château; 69 Kil. *Tomelilla* (Jernvägs-Hotel), the junction for Ystad and Eslöf.

96 Kil. **Cimbrishamn** or *Simrishamn (Hôtel Svea)*, a small seaport with 2000 inhabitants. In the neighbourhood is the *Glimmingehus*, a curious mediæval fortified mansion; and a little to the N. is the fishing-village of *Kivik*, with an interesting monument of the bronze age, with sculptured stones at the sides.

The Railway from Malmö to Genarp (29 Kil., in 1 1/4 hr.; fares 2 kr., 1 kr.) stops, among other stations, at *Bara*, near the château of *Torup* (see above), and at *Klagerup*, near the château of *Hyby*. — Near *Genarp* is the handsome modern château of *Häckeberga*, 2 M. from which is the *Romeleklint* (see above).

From Malmö to Billesholm and thence to Åstorp and Engelholm, 83 Kil., railway in 2 3/4-3 1/2 hrs. (fares 7 kr. 10 ö., 5 kr., 3 kr. 35 ö.). This route is of importance to tourists only on account

of the express trains that connect at Engelholm with the expresses thence to Gotenburg and Christiania (RR. 41, 13). — 5 Kil. *Arlöf;* 10 Kil. *Lomma;* 16 Kil. *Flädie;* 22 Kil. *Furulund.* — 24 Kil. *Kjeflinge* is the junction of the line to Trelleborg, Lund, and Landskrona (see p. 269).

34 Kil. *Teckomatorp* is the junction for the lines to Helsingborg, Landskrona, and Eslöf.

From Teckomatorp to Landskrona, 17 Kil.; to Helsingborg, 34 Kil. (see p. 275). These lines separate at (6 Kil.) *Billeberga.* The other stations are unimportant. — **Landskrona** (*Stads-Hotel;* Brit. vice-consul, *Mr. F. E. Neess*), is a fortified port with 12,900 inhab., and a castle, completed in 1543, now used as a storehouse and prison. Steamboat to Copenhagen, once or twice daily. Railway to *Åstorp* viâ *Ottarp* and *Billesholm*, see below.

From Teckomatorp to Eslöf, 15 Kil., see p. 269.

39 Kil. *Svalöf;* 46 Kil. *Axelvold;* 50 Kil. *Kågeröd.* — The railway now traverses the coal-field extending from Helsingborg on the W. to beyond Qvidinge on the E. — 60 Kil. *Billesholm*, with coal-mines. Branch to *Bjuf*, on the Helsingborg and Åstorp line. — 63 Kil. *Norra Vram.* — 69 Kil. *Åstorp* is the junction for Helsingborg (see p. 275); for Kattarp and Höganäs (see p. 275); for Markaryd and for Hessleholm (see p. 270). — 76 Kil. *Spannarp.* — 83 Kil. *Engelholm* (p. 275).

39. From Malmö and Trelleborg to Nässjö *(and Stockholm)* viâ Lund.

From Malmö to Nässjö, 268 Kil. (167 Engl. M.). *Södra Stambanan.* Mail train (1st June to 30th Sept.) in 5, express in 7 hrs. (fares 22 kr. 80, 16 kr. 10 ö.); ordinary train in 10 hrs. (fares 14 kr. 10, 9 kr. 40 ö.). To Lund, 17 Kil., in ½-1½ hr. (fares 1 kr. 45, 1 kr. 5, 70 ö., or 90, 60 ö.). — From Malmö to Stockholm, 618 Kil. (383 M.); mail train in 12¾, express in 15-16 hrs. (fares 52 kr. 55, 37 kr. 10, 23 kr. 40 ö.); ordinary train in 38 hrs. (fares 32 kr. 45, 21 kr. 65 ö.). Sleeping-berth, 1st cl. 5 kr., 2nd cl. 3 kr., in addition to the fare, irrespective of the distance. — Each carriage contains a notice as to stoppages for refreshments.

From Trelleborg to Lund, 43 Kil., express in 1¼, ordinary train in 1¾ hr. (fares 3 kr. 70, 2 kr. 60, 1 kr. 70 ö.). At Lund we join the Södra Stambanan (through-carriages from Trelleborg). The fast trains now run viâ (34 Kil.) Malmö (p. 264). — From Trelleborg to Stockholm, express train in 14 hrs. (fares 54kr. 80, 38 kr. 70 ö.; sleeping-berth as above).

From Malmö to Lund, 17 Kil. — *Malmö*, see p. 264. The train skirts the Sound, crosses the *Segeå* near (5 Kil.) *Arlöf*, and then the *Höjeå*. Near (9 Kil.) *Åkarp* is the agricultural school *(Landbruksinstitut)* of *Alnarp*. Fertile country. Close to Lund are several large hospitals. — 17 Kil. *Lund*, see p. 268.

From Trelleborg to Lund, 43 Kil. — *Trelleborg*, see p. 266. The train traverses the fertile province of Skåne, with its extensive corn-fields, beautiful groves of beeches, and handsome country-seats. Passing several unimportant stations, we cross the *Segeå*, and reach (18 Kil.) *Svedala*, junction for the line to Ystad and Malmö (p. 266). — 30 Kil. *Klagerup*, junction for the line to Genarp and

Malmö (p. 266). In the neighbourhood is the château of *Hyby*. — 35 Kil. *Staffanstorp* (p. 266); 41 Kil. *Hospitalet*, near the large infirmary of Lund. — 43 Kil. *Lund*.

17 Kil. **Lund.** — **Hotels.** GRAND HOTEL, near the station, with baths, lift, and electric light, well spoken of; CENTRAL HOTEL, near the cathedral, R. and B. only; STADSHUSET, Stor-Torg; SKANDINAVIE, JERNVÄGS-HOTEL, at the station. — Booksellers: *Lindstedt*, Stor-Torg; *Gleerup*, Stora Södra-Gatan; see Plan of town, p. 264. — **Post Office** (Pl. 6; A, 3), Kloster-Gatan.

Lund, once called *Londinum Gothorum* or *Metropolis Daniae*, an ancient town with 17,700 inhab., was the largest town in Scandinavia until the middle of the 15th century. In its palmy days Lund was the seat of a famous bishopric, and is said to have had 24 churches. At the present day it has a dull, rustic appearance, especially during the university vacations. — From the *Railway Station* (Pl. A, 2) we walk through the Kloster-Gatan to the centre of the town, with the cathedral and the university. On the way, immediately to the left in the second side-street on the left, is the house of the poet *Esaias Tegnér* (Pl. 1, B 2; pron. Tengnáre; 1782-1846), who lived here in 1813-26 and wrote his Frithjof, Gerda, etc. The house contains a few memorials of the poet.

The *CATHEDRAL (Pl. B, 3), one of the finest churches in Scandinavia, was consecrated by *Archbishop Eskil* (p. liv) in 1145. It is a pure Romanesque edifice, with two towers and a semicircular apse, and has been judiciously restored. The exterior, especially of the choir, is elaborately adorned in a manner that recalls the Middle Rhenish style of the 12th cent., and probably dates from the period after the fire of 1172. We notice in particular the choir, with round-arched frieze borne by columns in the first story, blind arcades in the window-story, and above these an open colonnade.

The **Interior** (generally open in the forenoon; entrance on the W. side; 'klockare', or sacristan, Lilla Kungs-Gatan 2), although only 210 ft. in length, 108 ft. wide, and 70 ft. high, looks much larger owing to the breadth of the W. end, and to the fact that the pavement rises in the middle 1½ ft. above the level of the aisles. Nine pillars on each side separate the nave from the aisles. Seventeen steps ascend from the nave to the imposing transept, two more to the choir, and lastly three to the high-altar. We observe the new *Bronze Doors*, the handsome *Pulpit* of 1592, the carved Gothic *Choir Stalls*, the old seven-branched *Candelabrum* behind the altar, and the modern *Frescoes* on a gold background, by *Thulin*.

Under the transept and choir lies the grand *CRYPT *(Kraftskyrkan)*, 121 ft. long, 33 ft. wide, and 13 ft. high, borne by 23 pillars and lighted by ten small windows. In the N. arm of the crypt is a large *Well*, with satirical figures and inscriptions by *Van Duren*, a Westphalian master, who lived in Lund in 1513-27. Archbishop Birger (d. 1519) is buried here. On two of the pillars are the figures of the giant Finn and his wife, the traditional builders of the church. They were hired by St. Lawrence to construct the building, and they stipulated either for the sun and the moon, or for the saint's own eyes as their reward, unless the holy man should guess the giant's name. Luckily he overheard the giantess pronounce her husband's name while she was lulling her child to sleep, and thus saved his eyes. The enraged couple then tried to pull the church down again, but the saint converted them into stone, as their figures still testify.

In the beautiful promenades (*Lundagård;* Pl. B, 2), shaded by

fine chestnut, elm, and lime trees, to the N. of the cathedral, rise the buildings of the University (Pl. B, 2), founded in 1668, and now attended by about 700 students. To the N.W. are the NEW UNIVERSITY BUILDINGS (Pl. 2), in the Greek Renaissance style, designed by Helgo Zettervall, and erected in 1878-82. These contain the *Aula* and the *Historical Museum* (Director, Dr. S. Söderberg). Adjacent is the new *Library*, built on the site of the old University. To the E. extends the *Tegnérs-Plats*, embellished with a *Statue of Esaias Tegnér* by Qvarnström. On Oct. 4th, the day on which the poet matriculated at the University, the students celebrate the occasion with processions, songs, and speeches. On the S. side of the Plats is the *Zoological Museum* (Pl. B, 2, 3), where all the Scandinavian vertebrates are represented. On the N. side is the building of the *Akademiska Förening* (Pl. 4, B 2; with a restaurant, open to strangers).

A short street leads hence to the E. to a small square, in which a main building and several annexes accommodate the **Museum of Social History* (Pl. B, 2). This collection, founded by Mr. G. Karlin, includes 8000 mediæval and modern specimens (furniture, domestic utensils, costumes, weapons, guild-articles, etc.) arranged in four groups according to their geographical origin (adm. 50 ö.).

The town is girdled with pleasant promenades. On the E. side lies the *Botanic Garden* (Pl. C, 2, 3). On the N.E. are the park of *Helgonabacken* ('saints' hill'; Pl. C, 1) and the Gothic *Allhelgonakyrka* or *Church of All Saints*, built in 1891 by Zettervall. On the S.E. side of the town is the *Råby Räddnings Institut* (Pl. C, 4), a charitable establishment founded by Gyllenkrook. To the S.W., beside the *Observatory* (Pl. A, 3, 4), is a pretty park (restaurant), where a band frequently plays in summer.

FROM LUND TO LANDSKRONA (p. 267), 32 Kil., railway in 1¼-2 hrs., viâ *Kjeflinge* (p. 267).

FROM LUND TO NÄSSJÖ. Soon after leaving Lund the train passes on the left the *Slíparebacke* ('Hill of St. Liberius'), where the Danish kings used to receive the homage of the Swedish province of Skåne. A monument records the victory of Charles XI. over the Danes in 1676, which finally extinguished the Danish claim to Skåne. — At (26 Kil.) *Örtofta*, where a pretty château is seen to the left, we cross the *Löddeå*.

34 Kil. **Eslöf** *(Jernvägs-Hotel; Nilsson's)*, with 1400 inhab., is the junction of lines to *Landskrona* and *Helsingborg* (p. 267) and to *Ystad* (p. 266).

44 Kil. *Stehag*, amidst pretty beech-woods, a little beyond which the *Ringsjö* (184 ft.) lies on the right. The lake is surrounded by handsome private residences, including the former *Bosjö Convent* (not visible from the railway). 54 Kil. *Hör*, whence a branch-line goes to (13 Kil.) *Hörby*. To the N. of the station rises the basaltic *Anneklef*. Near (68 Kil.) *Sösdala* is the church of *Mällby*.

83 Kil. **Hessleholm** (*Bern's Hotel*, with rail. restaurant; *Nya Hotel*, R. 2 kr.), a thriving place. To the W. lies *Lake Finja* (150 ft.).

From *Hessleholm* to *Helsingborg*, see p. 275; to *Vittsjö*, uninteresting.

FROM HESSLEHOLM TO CHRISTIANSTAD, 30 Kil., railway in 1¼ hr. (fares 2 kr. 10, 1 kr. 5 ö.). Unimportant stations. From *Karpalund*, the last, a branch-line diverges to (35 Kil.) the seaport of *Åhus*.

30 Kil. **Christianstad** (*Stadshuset*), a town with 9700 inhab., and seat of the *Skånska Hofrätt* (appeal-court of Skåne), established in the *Kronhus*, was founded by Christian IV. of Denmark in 1614. It lies on a peninsula formed by the *Helgeå*. The *Church* was erected in 1617. — A narrow-gauge railway runs hence TO KARLSHAMN (see below) viâ *Beckaskog*, station for the estate of that name (3 M. to the N.), situated between the *Oppmannasjö* and the *Ifösjö*, once a Bernardine monastery, now crown-property (often visited and besung by Charles XV.); and *Sölvesborg*, a seaport with a ruined castle and several distilleries.

92 Kil. *Balingslöf;* 102 Kil. *Hästveda* (branch-line to *Christianstad*); 113 Kil. *Ousby;* 125 Kil. *Killeberg*.

Before crossing the boundary between Skåne and *Småland* we enter a dreary and interminable *Skog*, a favourite theme in popular Swedish song. This region consists of moor, swamp, forest, ponds and lakes, hills, rocks, and débris intermingled in chaotic confusion and extending with few interruptions all the way to Haparanda. This chaos was formed by the action of the ice with which the whole peninsula was once covered. The stones and rocks, worn and rounded by glacier-action, are generally clothed with a thin carpet of mossy vegetation. The forest (*skog*, from *skugga*, 'shadow', as contrasted with *lund*, 'pleasant grove') consists of pines and deciduous trees in the S. parts of this region, but in the N. the sombre fir-tree alone survives. The engineering of the railway presented great difficulties here. Embankments, cuttings, and bridges are very numerous. On each side lie long ramparts built up of loose stones. At places, however, we pass fields and pastures with herds of cattle. A few churches with detached belfries *(klockstapel)*, and red cottages, roofed with green turf, are also seen at intervals. Manufactories are occasionally passed, and mills border most of the rivers.

Beyond (134 Kil.) *Elmhult*, the first station in Småland, we have a view, to the right, of *Råshult*, with an obelisk in memory of *Linnæus*, who was born there (13th May, 1707). His father was assistant-pastor of this parish, but removed the following year to Stenbrohult in the vicinity. Fine views of the long *Möckeln-Sjö* (446 ft.), farther on. — 150 Kil. *Liatorp*.

168 Kil. *Vislanda*.

FROM VISLANDA TO HALMSTAD (p. 276), 115 Kil., railway in about 6 hrs The chief station on the route is *Bolmen*, on the lake (465 ft.) of that name, 10 M. long and 6 M. broad, from which the Lagaå (p. 276) issnes. In the lake is the long island of *Bolmsö*, once the seat of the heathen kings of Finveden, as W. Småland is called, containing curious tombstones.

FROM VISLANDA TO KARLSHAMN, 78 Kil., railway in 3¾-4½ hrs. (fares 5 kr. 50, 3 kr. 55 ö.). **Karlshamn** (*Stadshuset*), a town with 7200 inhab., lies at the mouth of the *Mieå*, in the pretty district of *Blekinge*. — From Karlshamn to the W. to *Christianstad*, see above; to the E. to *Karlskrona*

(p. 272) 70 Kil., viâ Ronneby. **Ronneby** is a small town prettily situated on the navigable river of the same name and is touched at by the steamer 'Aeolus'. About 1/2 M. below the railway-station are the frequented chalybeate baths of *Helsobrunn*, with parks and numerous villas, connected with the station by a short branch-line and with the town by steam-launches.

182 Kil. **Alfvesta** (**Rail. Restaurant*, with rooms, D. 1 1/2 kr.), where a long stoppage is usually made, is prettily situated at the N. end of *Lake Salen* (470 ft.). On the right is the old church of *Aringsås* with its belfry and curious Runic stones. — To *Karlskrona* and *Kalmar*, see below.

194 Kil. *Moheda*. Then *Lamhult* (with the *Grönskulle*, 387 ft., on the left), *Stockaryd*, *Säfsjö* (junction for Hvetlanda), *Sandsjö*, and *Grimstorp*. Countless lakes.

268 Kil. **Nässjö** (1020 ft.; **Rail. Restaurant; Hôtel Svensson*), junction for *Jönköping* (p. 291), *Oskarshamn* (p. 273), and *Halmstad* (p. 276).

From Nässjö to *Stockholm*, see p. 297.

40. From Alfvesta to Karlskrona and Kalmar viâ Emmaboda. Öland.

From Alfvesta to *Vexiö*, 18 Kil., in 3/4 hr. (fares 1 kr. 30, 65 ö.); from Vexiö to *Karlskrona*, 96 Kil., in 4 1/2-5 1/2 hrs. (8 kr. 55, 4 kr. 30 ö.). — From *Emmaboda* to *Kalmar*, 57 Kil., in 2 3/4 hrs. (4 kr. 30, 2 kr. 15 ö.).

Alfvesta, see above. This line traverses a wooded district, enlivened here and there with the cottage of a settler, with its patch of pasture and its peculiar fence of oblique stakes, common in Norway and Sweden and also among the Alps.

8 Kil. *Gemla*, with several manufactories. 13 Kil. *Räppe*, on the *Helgasjö* (on which a steamer plies), at the point whence it falls into the *Bergqvarasjö*. To the S. of the station, close to the latter lake, is the estate of *Bergqvara*, with a picturesque ruined castle.

18 Kil. **Vexiö** (**Nya Hotel; Gästgifvaregård; Rail. Restaurant*), the capital of the *Kronobergs-Län*, dating as a town from 1342, now with 6600 inhab., rebuilt on a more spacious plan since the fires of 1830 and 1840, lies at the N. end of the *Vexiö-Sjö*. The *Cathedral*, built about 1300 and dedicated to St. Siegfrid (d. about 1030), the apostle of this region, has been unskilfully restored. The *Småland Museum*, in the *Forn-Sal* ('Hall of Antiquities') not far from the station, contains a collection of antiquities, a library, a cabinet of coins, and a bust of Linnæus (p. 270), who went from Wexiö to the university of Lund. On a hill to the E. of the town, and connected with it by an avenue, lies the episcopal residence of *Östrabo*, occupied after 1826 by Tegnér, the poet (p. 268), who became insane in 1840 and died here on 2nd Nov., 1846. He is buried in the cemetery to the W. of the town, by the S.W. wall, where his grave is shaded by a canopy of maples.

Pleasant Excursion from Vexiö to (5 Kil.) *Evedal*, with its mineral spring, and (3 Kil. farther on) the royal château of **Kronoberg** on the *Helgasjö* (535 ft.), now occupied by the governor of the district. On an island in the lake are the fine ruins of the once strong castle of *Kronoberg* (which has given its name to the Kronobergs-Län), shaded with beeches.

The train now traverses an interminable forest, relieved with many lakes.

57 Kil. *Emmaboda*, junction for Karlskrona and for Kalmar, see below. — The Karlskrona line passes several unimportant stations. At *Thorskors* the train quits the mainland, crosses several bridges and islands, and reaches —

114 Kil. **Karlskrona** *(*Stads-Hotel; Storkällaren;* Brit. vice-consul, *Mr. A. Palander)*, the headquarters of the Swedish navy, with 21,000 inhab., founded in 1680, situated on several islands.

From Emmaboda (see above) to Kalmar. — 27 Kil. *Nybro*, whence a branch-line diverges to the iron-works of *Säfsjöström*. 41 Kil. *Trekanten*. The train now reaches a more smiling coast district, where birches, oaks, and beeches appear. In the distance is the island of *Öland* (p. 273).

57 Kil. **Kalmar** *(Witt's Hotel; Central Hotel*, R. & B. only; *Restaurant* in the theatre, opp. Central Hotel; Brit. vice-consul, *Mr. C. O. Söderbergh)*, a very ancient town with 12,300 inhab., lies partly on the mainland and partly on two islands in the *Kalmarsund*, which separates the coast from the island of Öland. In 1397 Kalmar, which used to be called *'rikets nyckel'* (the key of the kingdom), witnessed the conclusion of the *Kalmar Union* (p. lix), by which the three Scandinavian kingdoms were united for a century and a quarter. Gustavus Adolphus came to Kalmar in 1620 to escort his bride, Princess Maria Eleonora of Brandenburg, to Stockholm, where their marriage was to take place.

The railway-station is on the S. side of the *Qvarnholm*, the island on which the greater part of the town lies. In the middle of this quarter rises the **Cathedral*, designed by Nic. Tessin the elder and built of stone from the quarries of Öland in 1660-99.

The chief object of interest is the old castle of **Kalmarnahus*, a large quadrangular edifice, with towers, ramparts, and moats, on an island connected with the mainland. Between 1307 and 1611 the castle resisted no fewer than twenty-four sieges. The beautiful fountain in the court and part of the interior of the castle (shown by the 'Väktmästare', 50 ö.) have recently been restored. The Golden Hall, or 'Gamla Kongsgemaket', with a fine ceiling and elaborate wainscoting, and the Union Hall (which, however, is of later date than the Union) now contain the Kalmar Historical Museum. A monument in the *Public Park* commemorates Gustavus Vasa's return from Lübeck in May, 1520, when he first set foot again on Swedish soil at *Stensö*, 3 Kil. to the S.W. of Kalmar.

To the N.W. of the town, beyond the suburb of *Malmen*, is

(3 Kil.) *Skälby*, with a fine park. — About 20 Kil. to the S. are the round churches of *Hagby* and *Voxtorp* (like that of Solna near Stockholm, p. 342), and the famous *Brömsebro*, or bridge over the *Brömsebäck*, once the boundary between Swedish and Danish territory.

From Kalmar to *Wisby*, see p. 349.

From Kalmar we may cross to the large **Island of Öland** (steamer to Borgholm daily), lying parallel with the coast, 150 Kil. long and 3-15 Kil. in breadth. It contains 40,000 inhab., who are chiefly engaged in farming and cattle-breeding. Among the other resources of the island is a quarry of alum-slate near *Möckleby*, at the S. end.

Öland does not belong to the usual Swedish granite formation, but consists mainly of a reddish limestone plateau, originally formed under the sea, rising abruptly on the W. side in the southern half of the island, but sloping gently down to the E. coast. Between the cliffs *(landborgar)*, which are dotted with windmills, and the sea, particularly on the W. side, extends a fertile and partly wooded plain with numerous villages. The plateau in the centre of the island is partly occupied by arid and unfruitful tracts *(Alvar)* exposed to extreme heat in summer. At the N. end of the island the coast is covered with sandy downs, particularly at *Grankulla* in the parish of *Böda*. At this end of the island the main road runs inland, but farther S. it follows the 'landborgar'. Geologists should notice the numerous rock-formations *(stensättningar)* resembling ships, with prow, stern, masts, and benches for rowers.

The capital of the island is **Borgholm** *(Victoria; Stads-Hotel;* Brit. Con. Agent, *Mr. J. E. Råberg)*, a small town and watering-place with 900 inhab., prettily situated, near which (10 min.) is an imposing ruined **Castle*, built by John III., and destroyed by fire in 1806 (fine view). A memorial stone recalls King Charles XV., who used to shoot here. — About 13 Kil. to the S. of Borgholm a road diverges to the left from the main road to the village of **Högsrum**, near which is *'Noah's Ark'*, the finest of the rock-formations above mentioned. Near it are two curious tall stones known as *Odens Flisor;* the large 'fornborgar' or prehistoric forts of *Ismanstorp* and *Vipetorp*, built of granite and limestone without mortar; and also several barrows of the flint period, in which the island generally is very rich. — From the main road, 3 Kil. farther to the S., we turn to the right, enjoying a beautiful view of the Kalmar-Sund, to *Stora Rör* (inn). Some 13 Kil. farther to the S. (about 32 Kil. from Borgholm) lies *Färjestaden* (inn), 'the ferry-place', whence we may cross to Kalmar (about 6 Kil.) by steamboat.

From Oskarshamn to Nässjö. — Travellers who do not wish to return from Kalmar to Vexiö and Alfvesta may take the steamer (2-3 times weekly, in 5 hrs.) to —

Oskarshamn *(Hôtel Kung Oscar; Stadshuset; Jernvägs-Hotel;* Brit. vice-consul, *Mr. O. Wingren)*, a ship-building town (5900 inhab.) with a trade in timber, grain, and cattle. Railway to Nässjö, 148 Kil., in 5 hrs. (fares 9 kr. 65, 5 kr. 55 ö.). The first stations are unimportant.

65 Kil. *Hultsfred*, the junction of branch-lines to *Storebro* and *Vimmerby* (21 Kil.), two small manufacturing towns, and to *Ankarsrum* (with iron-works) and (70 Kil.) *Vestervik* (see p. 299).

127 Kil. **Eksjö** *(Stadshus; Jernvägs-Hotel)*, a town with 3300 inhab., near which is a curious *Skurugata*, a ravine 125 ft. deep, 20 ft. wide, and nearly 2 M. long, penetrating a rocky hill.

148 Kil. *Nässjö*, see p. 271.

41. From *(Copenhagen)* Helsingborg to Gotenburg.

Besides the railway between Copenhagen and Gotenburg described below, STEAMERS ply daily in summer. The direct steamers take 14-20 hrs.; the 'Halland' steamers, starting in the morning from the corner of the Havne-Gade and the Nyhavn at Copenhagen, touch at *Landskrona* (p. 267), *Helsingborg*, *Halmstad*, and *Varberg*, and reach Gotenburg about noon of next day. — The *Kattegat*, through which we steer, forms the mouth of the Baltic. On an average there are 24 days when the current runs out from the Baltic for every 10 days when the tide sets in. These currents and the gales which often visit the Kattegat are apt to be unpleasant even in summer. In fine weather, however, the voyage is an agreeable one. The finest part of it is the passage through the mouth of the Sound, between *Helsingör*, with *Kronborg* (p. 421), and *Helsingborg*. Farther on, the promontory of *Kullen* (p. 275) is conspicuous. The vessel then loses sight of the Swedish coast. Before entering the 'skär' or island-belt of Gotenburg we observe on the left the islet of *Nedingen*, with two towers and beacon-light. Entrance to Gotenburg, see p. 84, and Map, p. 277.

RAILWAY FROM HELSINGBORG TO GOTENBURG *(Vestkustbanan)*, 244 Kil., in 6¾-11¼ hrs.; express-fares 20 kr. 75, 14 kr. 65, 9 kr. 90 ö.; ordinary fares (no 1st cl.) 12 kr. 85, 8 kr. 55 ö.

Express-train from *Copenhagen* to *Helsingör*, in 48 min., and steamer thence to Helsingborg (customs-examination), in 20 min., see R. 69. The Gotenburg train awaits passengers at the harbour.

Helsingborg. — **Hotels** (all with cafés-restaurants). *HÔTEL D'ANGLETERRE, *CONTINENTAL, both in the Jernvägs-Gatan, which skirts the harbour and main railway-station, R. from 1½ kr.; *MOLLBERG, at the upper end of the Torg, near the harbour, similar charges. — Less pretending: MUNTHE, in the Torg; CENTRAL HOTEL.

Post & Telegraph Office, at the upper end of the Torg. — **British Vice-Consul**, *Mr. C. G. M. Westrup.* — **U. S. Con. Agent**, *Mr. Lars Virgin.*

Helsingborg, a thriving seaport with 22,700 inhab., stretches at the foot and along the slope of a ridge of hills (125 ft.) on the narrowest part of the *Öresund* or *Sound*, here only about 2½ M. wide, opposite Helsingör and the Kronborg (p. 421). The central point of the older part of the town, known as *Liden*, is occupied by the market-place *(Torget)*, which extends upwards from the harbour near the new Gothic Rådhus. A new quarter has sprung up within the last twenty years to the S. of the railway-station.

On the hill above the old town rises the conspicuous tower of **Kärnan*, the relic of a castle frequently mentioned in the wars of the Hansa with the Danes and Swedes. It is reached by turning to the right at the upper end of the Torg, then after about 100 paces to the left (guide-post), and at the top (reached partly by steps) to the left again. The brick tower is 115 ft. in height, and its walls, 13 ft. thick, have a circumference of 196 ft. (adm. daily in summer from 8 to 8; 10 ö.). The *VIEW hence is the finest on the Sound (comp. Map, p. 264). Opposite lies Helsingör, with the Kronborg; to the S. is the island of *Hven* (p. 418), to the N. rises the promontory of *Kullen* (p. 275). The 'Väktmästare', who, however, in summer is always in the tower, lives at No. 46 Långvinkels-Gatan, the long street ascending the hill to the N. of the tower.

In a side-valley at the N. end of the town, through which the

Engelholm road ascends ('Helsovägen'), lies the mineral spring of *Helsan*, with pleasant grounds (concert in the afternoon). Adjacent on the S. is the pretty *Öresund Park*, which may also be reached direct from Kärnan by a N. side-street of the Långvinkels-Gatan.

A road to the N. leads in a few minutes to the good *Sea Baths*, beyond which lie several villas. To the right is the long viaduct of the Gotenburg railway. On the coast, about 5 Kil. to the N., is the royal château of *Sofiero*, and 3 Kil. beyond it is *Kulla Gunnarstorp*, a château of Count Wachtmeister, built in 1870, adjoined by a mediæval castle and a fine park.

From *Helsingborg* to *Eslöf*, see p. 269.

From Helsingborg to Hessleholm, 77 Kil., express in 2½, ordinary train in 3 hours. The line intersects the coal-field mentioned at p. 267. 3 Kil. *Ramlösa*, where the Eslöf line diverges (p. 269). 5 Kil. *Ramlösabrunn*, a small mineral bath; 18 Kil. *Bjuf*, junction of a branch-line to Billesholm (p. 267). — 21 Kil. *Gunnarstorp*. In the woods, to the right, rises *Vramsgunnarstorp*, the recently restored Renaissance château of the Tornerhjelm family. — 24 Kil. *Åstorp* (p. 267). — 35 Kil. *Klippan*, with a large paper-mill, is the junction for a branch-line viâ the domain of *Herrevadskloster* to *Skäralid* and *Röstanga*, the pretty neighbourhood of which attracts many visitors. To the N. of Klippan is the little town of *Åby*, and farther off are the estates of *Tomarp* and *Bjersgård*. — 77 Kil. *Hessleholm*, see p. 270.

The Gotenburg Railway ascends by means of a long viaduct, soon losing sight of the Sound. The fertile but monotonous plain is bounded on the E. by the *Söderås* range. To the W. rises the Kullen (see below). 9 Kil. *Ödåkra*. — 14 Kil. *Kattarp*, where our line is crossed by that from *Åstorp* (p. 267) to *Höganäs* (see below).

From Kattarp to Höganäs, 15 Kil., railway in ¾ hr. (stations unimportant). — *Höganäs* (*Hotel Höganäs, at Höganäs Öfre station; Schweitz's Hotel, at Höganäs Nedre station), an industrial place of 4000 inhab., with coal-mines and large manufactures of fire-proof bricks, drain-pipes, and pottery, is the starting-point for a visit to the **Promontory of Kullen**, which projects boldly into the Kattegat towards the N.W., like a huge finger, separating it from the *Skeldervik*. At Höganäs Öfre carriages may be hired (3 kr., with two horses 4 kr.) or the omnibus (1 kr.) taken viâ (7 Kil.) *Krapperup*, one of the largest old manors in Sweden, to the fishing-village of (3 Kil.) *Mölle* (Hôtel Kullaberg, R. 1¼, B. ¾, D. 1½ kr.; Jönsen, pens. 3¼ kr.). Thence the road goes on viâ (3 Kil.) the *Kullagård* (good pens., 3 kr.) to the (1 Kil.) *Kullafyr*, the lighthouse on the extremity of the Kullen (288 ft.; carr. from Mölle and back, with stay, 3 kr.). — The best point of view is the *Bårekulle*, a height ascended from the *Kockenhus* (a pretty villa 2 Kil. from Krapperup) or from Mölle. Farther to the N. rises the *Hårkullen* (615 ft.), the highest point of the promontory, less easily reached. In calm weather a boat may be hired (4-5 kr.) for the row round the Kullen from Mölle, passing the 'Josephinelust' and several other rock caves (also reached by land from the Kullagård), to (13 Kil.) *Arildsläge* (restaurant), on the Skeldervik.

18 Kil. *Rögle;* 21 Kil. *Vegeholm*. We then cross the *Vegeå*, which separates *Malmöhus-Län* from *Christianstads-Län*, and traverse a wooded district.

27 Kil. **Engelholm** *(Hôtel Thor)*, with 1900 inhab., fishery, and corn-trade, lies on the *Rönneå*, and is also the station for the Malmö line (p. 267). — 30 Kil. *Engelholmshamn*, on the *Skeldervik*. To the left is the fishing-village of *Skepparkroken*. To the right rises the long range of the *Hallandsås*.

36 Kil. *Barkåkra;* 40 Kil. *Förslöf.* Wooded heights alternate with arable land. Now and then we get a glimpse of the sea. We ascend the Hallandsås in curves to (45 Kil.) *Grefvie*, with a view of the sea and the Kullen. We then descend the valley of the *Sinarp*, which gradually expands, and are carried by an embankment 77 ft. high to (53 Kil.) the station of *Båstad*, which lies about 3 Kil. from the village and bathing-resort of that name.

The train enters the province of *Halland*, crosses the *Stensâ*, and traverses a level tract. 59 Kil. *Skottorp*, near the estates of *Nya Skottorp* (where the line crosses the *Smedjeâ*) and *Gamla Skottorp*, where Charles XI. wedded the Danish princess Ulrika Eleonora in 1680. — 63 Kil. *Vallberga;* 68 Kil. *Laholm*, an old town with 1600 inhab., on the *Lagaå*, which we cross. Large quantities of salmon are caught in this river, especially at the *Kassefors*, 6 Kil. from Laholm, whence a large proportion of the 'Halmstad salmon' comes. — 74 Kil. *Veinge;* 77 Kil. *Genevad*, where we cross the stream of that name. 81 Kil. *Eldsberga*, beyond which we near the sea. Beyond (85 Kil.) *Trönninge* the *Fylleå* is crossed.

93 Kil. **Halmstad** (**Hôtel Mårtenson*, connected with the Tivoli gardens; Brit. vice-consul, *Mr. T. Schele*), with 12,000 inhab., the seat of the governor of the province of Halland, with an old church and an old castle, lies on the N. bank of the *Halmstadsbugt*, at the mouth of the *Nissaå*, which the railway crosses by an iron bridge. — 94 Kil. *Halmstad Norra* is a station for slow trains only.

From Halmstad to *Vislanda*, see p. 270.

From Halmstad to Nässjö, 196 Kil., express in 6, ordinary train in 11 hrs. (fares 15 kr. 70, 11 kr. 80, 9 kr. 80 ö.). The train ascends the valley of the Nissaå. 5 Kil. *Sperlingsholm*, an old estate of the barons and counts Sperling, with a modern château and a large park. Most of the stations are unimportant. Some of them have large saw-mills. — 115 Kil. **Vernamo** (*Rail. Restaurant*), a village of 600 inhab., with an important annual fair; 143 Kil. *Skyllingaryd*, with various factories; 152 Kil. *Vaggeryd*, junction of a branch-line to Jönköping (35 Kil., in about 1½ hr.; see p. 291). — 196 Kil. *Nässjö*, see p. 271.

Traversing a sandy plain and pine-woods, we pass near *Vapnö*, the estate of the family of Staël-Holstein. 103 Kil. *Gullbrandstorp;* 108 Kil. *Harplinge;* 112 Kil. *Brännarp.* Fertile country with many farms. On the left are the churches of *Steninge* and *Refvinge* and the estate of *Bårarp*. Fine woods and hills of some height are now passed. On the right lie the large farms of *Susegården* and *Fröllinge*. — 116 Kil. *Getinge;* the village lies on the opposite bank of the *Storå*, which falls into the *Suseå* farther on, by the turreted château of *Mostorp*. The train crosses the *Suseå*. — 121 Kil. *Slöinge;* 125 Kil. *Heberg*. 136 Kil. *Falkenberg*, a town of 2100 inhab., with the remains of a mediæval fortress and an extensive salmon-fishery, on the *Ätraå*, which the train crosses. — To the right we see the church of *Stafsinge*, and, near the small station of *Lis*, the old mansion of *Lindhult*. 145 Kil. *Långås;* 153 Kil. *Tvåker*, to the E. of which are the villages of *Jernmölle* and *Jernvirke*, so named from former

GÖTEBORG
HISINGEN
Hake Fjord
Elfsborg
NYA WARFVET
Göta Elf
Lundby
Lindholmen
Bräcko
Sannegård
Majorna
Masthugget
Gamla Elfsborg
Ryanabb
St. Rödjan
Färgen
Klippan
Halfvårdsång
Djurås
Harod
Rödja
Vikan
Syrhala
Röd
Amhult
Kärr
S. Hästevik
Almdal
Sandvik
Amholtsholmen
Flatholmen
Risholmen
Krossholmen
Hjortholmarne
Aspholmarne
Wettskär
Knippleholmar
Långh.
S. Måksär
Frederikshavn
Hundskär
Stockholmsskär
Svinholmen
Bockskär
Kråkskären
Wessingsö
Gefveskär
Saltholmen
Rifön
Slägerholmen
Dyrholmen
Engholmen
Jonsholmarne
Skifteskär
Eskholmen
Brännö
Asperön
Galtö
Beateholmen
Rödskären
Lyngskär
Salt-holmen
St. Röf ön
L. Röf ön
Köpenhamn (Copenhagen)
Köpstadsön
Langholmen
Kausö
Ralleskären
L. Stålholmen
Käringsbg
Eckran
Hagen
Långedrag
Tranered
Grimered
Påfvelund
Utpegård
Fredagstomten
Torp
Fiskebäck
L. Hagen
Slantomten
Grefvegård
Ekebäck
Rud
St. Hagen
Tynnered
Önneröd
Kannebäck
Åkered
Ekedal
Trädgården
Slottsskogsparken
Malmgården
Olivedal
Godhem
Annebergs
Landala
Gibraltar
Engegården
Margreteberg
Westerberget
Bua
Högsbo
Flatås
Flatåstorp
Jernbrått
Långeberg
Eklanda
Fäss
Trägård
Frölunda
Tofta
Hylte
Balltorp
Backa
Askim
Hult
Kubbegård
Lunnagård
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5

iron-mines. 157 Kil. *Himle.* We then pass several villages and through a cutting in the *Apelviksberg* and reach the coast.

167 Kil. **Varberg** *(Varberg's Hotel;* Brit. vice-consul, *Mr. Robt. C. T. Jobson),* a town of 4800 inhab., with sea-baths and a conspicuous old castle, now a gaol, which we see on the left.

FROM VARBERG TO BORÅS (Herrljunga), 85 Kil., railway in 3½-4½ hrs. No stations of importance except the last three, *Fritsla*, *Viskafors*, and *Rydboholm*, with large cotton-factories. *Borås*, and thence to the main line, see p. 289.

We skirt the coast, where the beginning of the 'skärgård' or island-belt is marked by the large flat island of *Getterö*, and cross the *Himlaå*. The coast becomes more rocky, with long peninsulas jutting from it at intervals. On the left is the village of *Årnäs*, on the site of the trading town of *Aranäs*, destroyed by the Norwegians in 1265. 180 Kil. *Åskloster*, on the left bank of the *Viskaå*, which falls into the *Klosterfjord* here and is crossed by the railway. Beyond (184 Kil.) *Backa* the line reaches the *Vendelsö Fjord* and crosses the *Löftaå*. 192 Kil. *Frillesås;* 197 Kil. *Åsa*, on the large *Kungsbacka Fjord*. The valleys which intersect the barren cliffs are fertile and well cultivated. On a peninsula to the left stands the old mansion of *Tjolöholm*. We ascend a valley, past the large villages of *Torpa* and *Tom*, where we observe a fine beech-grove, and cross the plain of *Dufveheden* to (208 Kil.) *Fjärås*. To the E., above us, lies the mountain-lake of *Lygner*, from the inundations of which the plain is protected by an old moraine *(Fjärås Bräcka)*. On the lake lies *Gåsevadholm*, the estate of the Barons of Silfverskjöld. We next cross the *Rolfså*, the discharge of Lake Lygner. 216 Kil. *Kungsbacka*, a little town which gives its name to a large fjord. 221 Kil. *Anneberg;* 226 Kil. *Lindome*. Then across a marshy plain, and over the *Mölndalså*, to (236 Kil.) *Fässberg*, the station for *Mölndal*, a town with cotton and weaving factories, and (239 Kil.) *Almedal*, another busy manufacturing place. Lastly we recross the Mölndalså by a viaduct 660 yds. long. To the right is the old *Göta Lejon*, to the left the suburb of *Stampen*.

244 Kil. *Gotenburg*.

42. Gotenburg.

Arrival. The large sea-going steamers land at the *Stora Bommens Hamn* (Pl. F, 2), the canal-steamers at the *Lilla Bommens Hamn* (Pl. G, 1), both at some distance from the hotels. Comp. *Sveriges Kommunikationer*, where under 'Göteborg' a complete list is given of the steamers sailing 'Norrut, Österut, Söderut, and Vesterut'. Hotel-omnibuses (½ kr.) and cabs (see p. 278) meet the steamers. The *Stockholm Railway Station* (Pl. H, 1, 2) is close to the hotels, so that it is hardly necessary to take the omnibus. The station of the *Bergslags Bana* (Pl. H, 1; RR. 43, 55) is a little farther off.

Hotels. *GRAND HÔTEL HAGLUND (Pl a, H 2; landlord, *Em. Haglund*), at the E. end of the Södra Hamn-Gatan, of the first class, with lift, electric light, and good café-restaurant, R., L., & A. from 2, D. 1¾-3, S. 2 kr.; *HÔTEL GÖTAKÄLLARE (Pl. g, H 2; landlord, *C. W. Haglund*), nearly opposite the preceding, similar charges; *HÔTEL EGGERS (Pl. x; H, 2), Drottning-Torget 4, with lift, electric light, and restaurant, R., L., & A. from

2 kr., B. 75 ö., déjeuner 1½, D. 2-3 kr.; *Hôtel Kung Karl (Pl. d; H, 2), Köpmans-Gatan 54. — Royal (Pl. c; H, 2), Östra-Larm-Gatan 8; *Hôtel d'Angleterre, well spoken of; Hôtel Karl XV. (*Den Femtonde;* Pl. f, H 2), Sill-Gatan 50, all near the station and unpretending.

Restaurants. At the three first-mentioned hotels; **Frimurarelogen*, Södra Hamn-Gatan 31; **Trädgårdsföreningen* (p. 280; adm. 10 ö.; concerts in the evening); *Lorensberg* (Pl. H, 4), containing a bust of the poet *Wadman* by *Molin; Hinriksberg*, at *Stigbergsliden* (Pl. C, 3), see p. 281. — **Beer** at *Weise's*, Södra Hamn-Gatan 17, well spoken of. — **Cafés** *(Schweitzerier): Bräutigam*, Östra Hamn-Gatan; *Folkerson's* (also confectioner), at the corner of Östra Hamn-Gatan and Kungsports-Plats.

The Gotenburg Licensing System, which has given rise to so much controversy, has been in operation here for many years and has worked well. It is at least certain that drunkenness has diminished greatly of late years. The system was also introduced at Stockholm in October, 1877, and the results are said to have been beneficial. The leading features of the system of licensing, or rather of *non*-licensing, are that a company is empowered to buy up all licenses and existing rights, and to open a limited number of shops for the sale of pure and unadulterated spirits, the salaried managers of which have no interest whatever in the sale of the spirits. The company, which is under the supervision of the municipality, after deducting interest at the rate of 5 per cent on the capital expended, hands over the whole of the surplus profits to the civic authorities, thus affording substantial relief to the rate-payers, and to some extent throwing the burden of maintaining the poor upon those who impoverish themselves by their own intemperance.

Cabs *(Droskor).* Drive within the town, 1-2 pers. 75 ö., 3-4 pers. 1 kr. longer drive 1¼-1¾ kr. — One hour, 1-2 pers. 1½ kr., 3-4 pers. 2 kr.; each ½ hr. more 60 or 75 ö. — Each trunk 10 ö. — Carriages hired from the hotels cost about 4 kr. per hr., besides fee to driver.

Tramways from the Brunns-Park (Pl. 15; G, 2): 1. by the Gustaf-Adolfs-Torg to *Stigbergsliden* (Pl. C, 3); 2. to the entrance of the *Slottsskog Park* (Pl. E, 5); 3. past the Theatre and the Trädgårdsförening to the *Lorensberg* (Pl. H, 4) and on to *Getebergsängen;* 4. through the Stamp-Gatan to *Redbergslid.* Fare in each case 10 ö.

Steamboats to *Christiania* (see R. 14), *Fredrikshavn, Copenhagen, Hamburg;* to *London, Hull, Leith*, see pp. xii, xiii; also to *Venersborg* and *Stockholm*, etc., see *Sveriges Kommunikationer.* — **Steam Launches** *(Ångslupar)* also ply from *Skeppsbron* (Pl. E, F, 2) to *Klippan* (every ½ hr.), *Blåsan* (Pl. C, 3; every ¼ hr.), *Nya Varfvet* (hourly), *Nya Elfsborg*, and the seabaths *Långedrag, Styrsö (Bratten)*, and *Stjernvik.*

Sea Baths at *Långedrag*, **Styrsö*, and *Stjernvik* (see above): 'Kallbad' 25 ö., 'Varmbad' 1 kr. — River Baths by the *Hisingbro* (Pl. G, 1). Warm Baths in *Renströms Badanstalt* (Pl. 25; E, 3).

Banks & Money Changers. *Riksbanken*, Södra Hamn-Gatan 27; *Göteborgs Enskilda Bank*, Lilla Torget 6; *Skandinavisk Bank*, Vestra Hamn-Gatan 6; *Bröderna Larson*, Norra Hamn-Gatan 38.

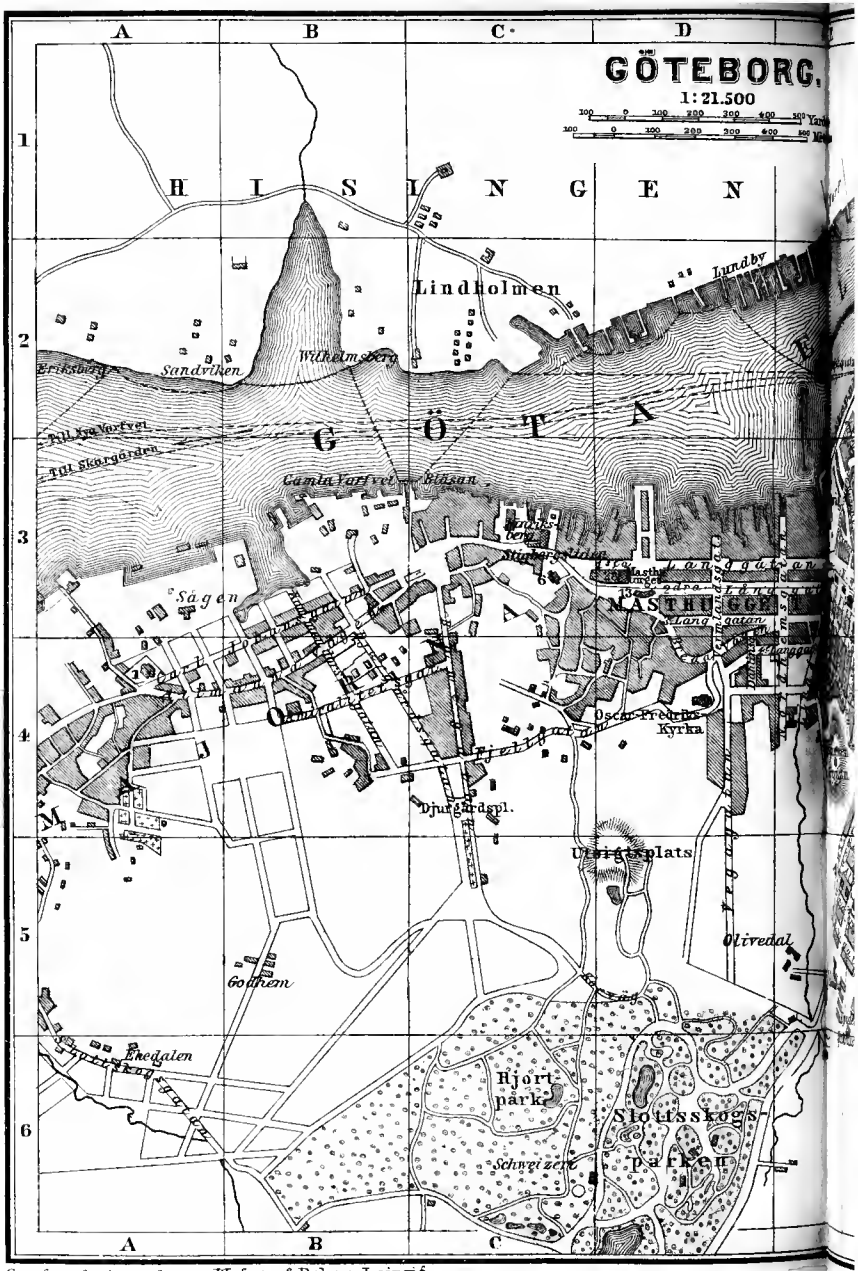
Booksellers. *N. J. Gumperts, W. Hartelius, N. P. Pehrsson, Wettergren & Kerber* (agents of the Svenska Turistförening), all in Södra Hamn-Gatan. — **Photographs.** *Aron Jonason*, Södra Hamn-Gatan 43; *Dahllöf & Hedlund*, Victoria-Gatan 11. — **Swedish Costumes** and Knicknacks: *Ellen Ahlberg*, Södra Hamn-Gatan 33; *Svenska Konstslöjdutställning*, Södra Hamn-Gatan 45.

Post Office (Pl. 23; F, 2), Skeppsbro. — **Telegraph Office** (Pl. 27; G, 2), Vestra Hamn-Gatan 15.

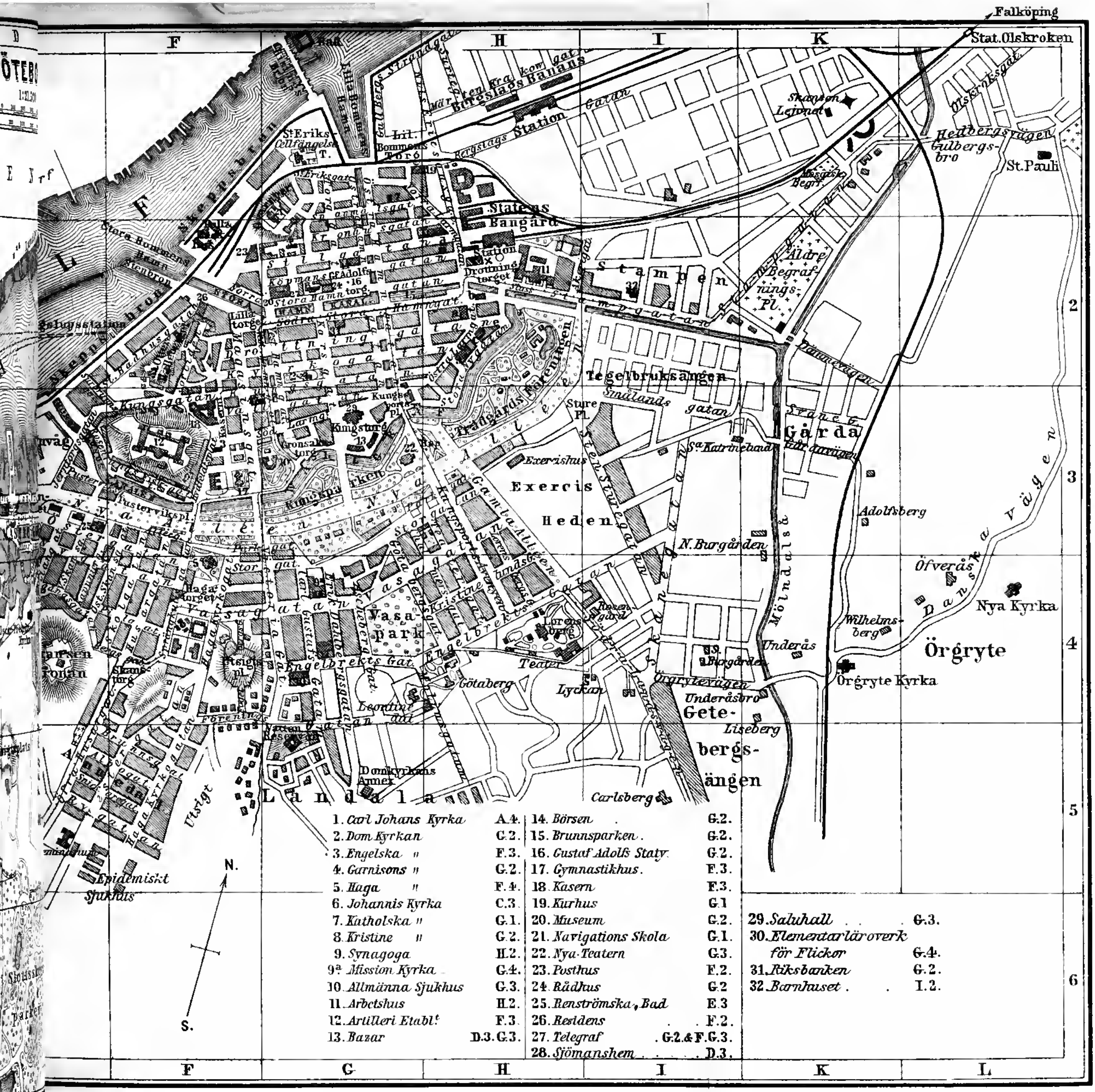
British Consul, *John Duff, Esq.* — **American Vice-Consul**, *Robt. S. S. Bergh, Esq.*

English Church (Pl. 3; F, 3), Hvitfeldt-Plats, near the Magasin-Gatan.

Gotenburg (57° 42′ 28″ N. lat.), Swed. *Göteborg* (pron. *Yöteborg*), a busy and prosperous commercial city, which has outstripped Stockholm in some respects, lies in an extensive plain on the left



Geograph. Anstalt von Wagner & Debes, Leipzig.


Falköping
Stat. Olskroken
St. Pauli
Örgryte
Örgryte Kyrka
Nya Kyrka
Trädgårds Föreningen
Exercis Heden
Tegelbruksängen
Stampen
Gårda
Vasa park
Geteberg sängen
Landala
Epidemiskt Sjukhus
N.
S.
1. Carl Johans Kyrka A.4.
2. Dom Kyrkan G.2.
3. Engelska " F.3.
4. Garnisons " G.2.
5. Haga " F.4.
6. Johannis Kyrka C.3.
7. Katholska " G.1.
8. Kristine " G.2.
9. Synagoga H.2.
9ª. Mission Kyrka G.4.
10. Allmänna Sjukhus G.3.
11. Arbetshus H.2.
12. Artilleri Etabl.t F.3.
13. Bazar D.3. G.3.
14. Börsen G.2.
15. Brunnsparken G.2.
16. Gustaf Adolfs Staty G.2.
17. Gymnastikhus F.3.
18. Kasern F.3.
19. Kurhus G.1
20. Museum G.2.
21. Navigations Skola G.1.
22. Nya Teatern G.3.
23. Posthus F.2.
24. Rådhus G.2
25. Renströmska Bad E.3
26. Residens F.2.
27. Telegraf G.2. & F.G.3.
28. Sjömanshem D.3.
29. Saluhall G.3.
30. Elementarläroverk för Flickor G.4.
31. Riksbanken G.2.
32. Barnhuset I.2.

bank of the broad *Göta-Elf*, about 5 M. from its mouth, and has an excellent harbour, which is rarely blocked with ice. The town was founded in 1619, on the invitation of Gustavus Adolphus, by Dutch settlers (including the wealthy *Abraham Cabeliou*), who brought with them their national style of constructing streets and canals. Numerous Scotsmen and Germans were also among the first colonists. The first strong impulse to its commerce was given by the great continental blockade (1806), during which it formed the chief depot of the English trade with the north of Europe. The chief articles of export are iron-ore, iron and steel, and timber, the last going principally to Great Britain, France, and Australia. Gotenburg now owns a large commercial fleet (151 steamers and 34 sailing ships in 1898) and has world-wide business-connections. The staple manufactures are iron, steel, machinery, cotton, beer, and sugar, and ship-building is largely carried on. With its suburbs of *Gullbergs Vass*, *Stampen*, and *Gamlestaden* to the E., *Haga*, *Albostaden*, and *Annedal* to the S. and S.W., and *Masthugget* and *Majorna* to the W., Gotenburg has now upwards of 130,000 inhabitants. In the centre of the town rise considerable hills of gneiss, which are gradually being built over.

The business-centre of the town, about equidistant (8 min.) from the railway-stations and the steamboat-quay, is the Gustaf-Adolfs-Torg (Pl. G, 2), on the N. side of which rises the Börs (Pl. 14), or *Exchange*, erected in 1849, with twelve columns in front. To the W. of it is the Rådhus (Pl. 24), or *Town Hall*, designed by *Nic. Tessin*, and built in 1670, but much altered since. Behind it is the German *Christina-Kyrka* (Pl. 8). In the centre of the Torg is a *Statue of Gustavus Adolphus* (Pl. 16), the founder of Gotenburg, by *Fogelberg*. This was the second statue cast at Munich from the same model. The first was wrecked on its way from Hamburg to Gotenburg, and was recovered by sailors of Heligoland, who claimed so exorbitant salvage that the Gotenburgers refused to pay it, and ordered the statue to be executed anew (1854). The original statue is now at Bremen.

By the Gustaf-Adolfs-Torg is the junction of the *Stora-Hamn-Kanal* and the *Östra-Hamn-Kanal*, the two chief canals in the town. The former is flanked with the handsome quays called the *Norra* and the *Stora Södra Hamn-Gatan*. — In the S.E. angle formed by these canals lies the small *Brunns-Park* (Pl. 15; G, 2). On the E. side of this park is the *Fürstenberg Picture Gallery* (Södra Hamn-Gatan 2), to which visitors are usually admitted on presenting their cards (11-1). It contains about 200 modern Swedish and French paintings, besides sculpture.

At Norra Hamn-Gatan 12, in the building of the old East India Company, is **Göteborgs Museum** (Pl. 20; G, 2), a collection of pictures, natural history specimens, historical relics, objects of

art, and industrial products (adm. on week-days 11-3, Sundays 12-3; free on Wed. & Sun.; at other times 25 ö.).

In the vestibule are allegorical frescoes, by *G. Pauli*. The PICTURES *(Taflor)* are exhibited on the upper floor: *Birger*, Artists' breakfast at Paris; *Björck*, Portrait; *G. O. Cederström*, Salvation Army in Paris; *K. J. Fahlkrantz*, Landscape; *N. Forsberg*, Rope-dancers; *H. F. Gude*, Landscape; *A. Hagborg*, Churchyard at Tourville; *C. G. Hellqvist*, Louis XI.; *J. Fr. Höckert*, Queen Christina of Sweden and Monaldeschi, her favourite; *P. S. Krøyer*, Messalina; *J. Kronberg*, Cleopatra; *Br. Liljefors*, Heathfowl; *Möller*, Sognefjord; *B. Nordenberg*, Organ-gallery; *H. Salmsen*, Field-workers; *A. Tidemand*, Bear-hunters, Rustic visitors, etc.; *C. H. d'Unker*, Waiting-room, Dressing-room; Landscapes by *Wahlberg*, *Werenskjöld*, and others. — Sculptures: *Börjeson*, Skittle-players; *Fogelberg*, Cupid and Psyche; *Hasselberg*, The Grandfather (marble replica of the group mentioned on p. 321); *Molin*, Odin. — The NATURAL HISTORY COLLECTION includes admirable specimens of the fauna of Scandinavia, notably a fine eland *(Elg)* and a whale.

A few paces to the W of the Museum is the harbour, with the *Stora Bommens Hamn* (Pl. F, 2), whence the sea-going and the coasting steamers usually start. Near this is the *Post Office* (Pl. 23), opposite the *Custom House*. On a hill to the right stands the *School of Navigation* (Pl. 21; G, 1). A little farther on are the *Prison* and the *Lilla Bommens Hamn* (Pl. G, 1), the landing-place of the Swedish canal-steamers.

To the S. of the Stora Hamn Canal, near the harbour, is the *Landshöfdings-Residens* (Pl. 26; F, 2), or residence of the governor of the district. To the W. is the *Skeppsbro* (Pl. E, F, 2), a long quay from which the steam-launches start; at the S. end of the Skeppsbro is the *Rosenlund Canal* (Pl. E, 3), beside which is the fish-market.

The present inner town was surrounded until 1807 with fortifications, of which the only extant relic is the wide *Vallgraf* or moat (Pl. G, H, 3, 2) on the S.E., now flanked by the *Kungs Park* and the Horticultural Society's gardens. Between these pleasure grounds rises the *Theatre* (Pl. 22; G, 3), beside which is placed the first reproduction of Molin's fine group of the *Bältespännare* (p. 331).

The gardens of the **Horticultural Society** *(Trädgårdsföreningen;* Pl. H, 2, 3), founded in 1842, with their interesting hot-houses and exotic plants, are very beautiful (adm. 10 ö., hot-houses 25 ö. extra). The principal entrances to the gardens are on the N., near the point where the Vallgraf is crossed, and on the S.W., opposite the Bältespännare. A band plays at midday and in the evenings in summer beside or within the large restaurant (p. 278).

The Kungsport Avenue, which ends at the pleasure-gardens of *Lorensberg*, the Vasa-Gatan, and other streets in the quarter to the S.E. of the Nya Allée (Pl. G, H, 3, 4) are among the most fashionable in Gotenburg. In the Vasa-Gatan is the *Vasa Park*, opened in 1893, on the S.W. side of which, at the corner of the Engelbrekts-Gatan and Victoria-Gatan, is the *Primary School for Girls* (*Elementarläroverket för Flickor;* Pl. 30, G 4), with ceiling-paintings

representing the development of woman's life in Sweden. In the Victoria-Gatan is the reservoir of the waterworks (Pl. G, 5), commanding an admirable view of the city (adm. 10 ö.). Farther on, to the left of the Nya Allée, rises the *Haga-Kyrka* (Pl. 5; F, 4), or church of the suburb of *Haga*, designed by *Edelsvärd*, and erected in 1856, mainly at the cost of Mr. David Carnegie, a wealthy Scottish brewer.

The workmen's suburb of *Annedal* (Pl. E, F, 5), laid out on the system adopted in Mülhausen, is adjoined on the S.W. by the ***Slottsskog Park** (Pl. C, D, 5, 6; tramway No. 2, p. 278), opened in 1875, with fine old oaks, ornamental lakes, a deer-park *(Hjort-Park)*, and various cafés, etc. (no spirituous liquors). The park is specially frequented on Sundays. A visit should be paid to the *Utsigtsplats* (Pl. D, 5), the N. point of the rocky hill on the W. side of the park (marked by a flagstaff). The extensive view affords a good idea of the rocky character of the district.

In the S. part of the suburb of *Masthugget* (Pl. D, 3, 4; tramway No. 1, p. 278) rises the Gothic *Oscar-Fredriks-Kyrka*, built by Zettervall in 1888-92. — On the *Masthuggs-Torg* (Pl. D, 3) is the *Sjömanshem* (Pl. 28), erected in 1882. Close by is the tramway-terminus, and near it is the *St. Johannis Kyrka* (Pl. 6; C, 3), a little beyond which is the restaurant of **Hinriksberg** (Pl. C, 3), on a hill, commanding an admirable view, particularly by evening-light. Opposite lies the island of *Hisingen*, on which is *Lindholmens Mekaniska Verkstad*, with ship-building yards and a large dry-dock (Torrdocka; 340 ft. long), hewn in the solid rock. Ferry to Lindholmen, 8 ö. — To the W. of Masthugget, on rising ground, is the suburb of *Mâjorna*, with the *Karl-Johans-Kyrka* (Pl. 1; A, 4), large ship-building yards, and the *Carnegie Co.'s Porter Brewery* and *Sugar Factory*.

Among the other churches of Gotenburg may be mentioned the **English Church** (Pl. 3; F, 3), in the Hvitfeldt-Plats, and the Rom. Cath. *St. Joseph's Chapel* (Pl. 7; G, 1), in the Spanmåls-Gatan.

In the S.E. environs are numerous villas of the merchants of Gotenburg, most of them on the **Danska Väg** (Pl. K, L, 4, 3, 2). We may take the tramway (No. 3; p. 278) viâ the Lorensberg to the Örgryte-Väg (Pl. I, 4), and then follow the latter street, crossing the Mölndalså and passing under the Halland railway, viâ the small *Örgryte-Kyrka* and the *Nya Örgryte-Kyrka* (both on the right). Opposite the last is the late Mr. J. Dickson's villa of *Öfverås*, generally open to the public; good view from the hill behind the house. — About 3 Kil. beyond the bridge over the Mölndalså the Danska Väg ends at the Hedbergs-Väg (Pl. L, 1); tramway, see No. 4, p. 278. To the right lies the *Eastern Cemetery* ('Östra Begrafningsplatsen'), containing a monument to Bengt Fogelberg by Molin, that of Sven Renström by Scholander, etc.

43. From Gotenburg to Venersborg. Lake Venern. Western Göta Canal.

88 Kil. (55 M.). RAILWAY ('Bergslagsbana' to *Öxnered*, and 'Uddevalla-Herrljungabana' thence to *Venersborg*) in 3-3½ hrs. (fares 6 kr. 70, 3 kr. 40 ö.). Return-tickets ('Tur och Retur') at reduced rates.

Or we may take the CANAL STEAMER from Gotenburg to *Trollhättan* (in 7-9 hrs.; fares 4½, 3¾, 3 kr.), a voyage which offers no attraction beyond the views of the Göta-Elf itself and a glance at the ruin of Bohus. The best plan is to land at Åkersvass (p. 284); comp. below. Nothing is seen of the falls from the steamer as it passes through the lock. Travellers who intend to go on with the steamer should arrange with the captain as to rejoining it at the highest bridge.

The 'Bergslagsbana' ascends the broad valley of the *Göta-Elf*. To the right lies the suburb of *Stampen;* then the *Göta Lejon*, an old redoubt; to the left *Gullbergs Vass*. At the station of *Olskroken* the Stockholm line diverges to the right (R. 44). To the left appears the river. On each side of the valley are low granite hills overgrown with brushwood. Several small stations. At *Surte* we observe, to the left, the large ruined castle of *Bohus*, which gives its name to this district *(Bohus-Län)*. 25 Kil. *Nol*. The train quits the valley and ascends to the right. Scrubby woods, characteristic of W. Sweden. 65 Kil. *Upphärad*. The view becomes more open, and a few cultivated fields are passed. Stat. *Velanda*, prettily situated; then, on the right, the Halleberg and Hunneberg (p. 285).

72 Kil. **Trollhättan.** — **Arrival.** Carriages from the two larger hotels meet the trains (50 ö.). — There are two steamboat-quays: *Åkersvass*, at the lower end of the canal (hotel-carriages meet the boats), and beside the *Grand Hôtel*, at the upper end of the canal.

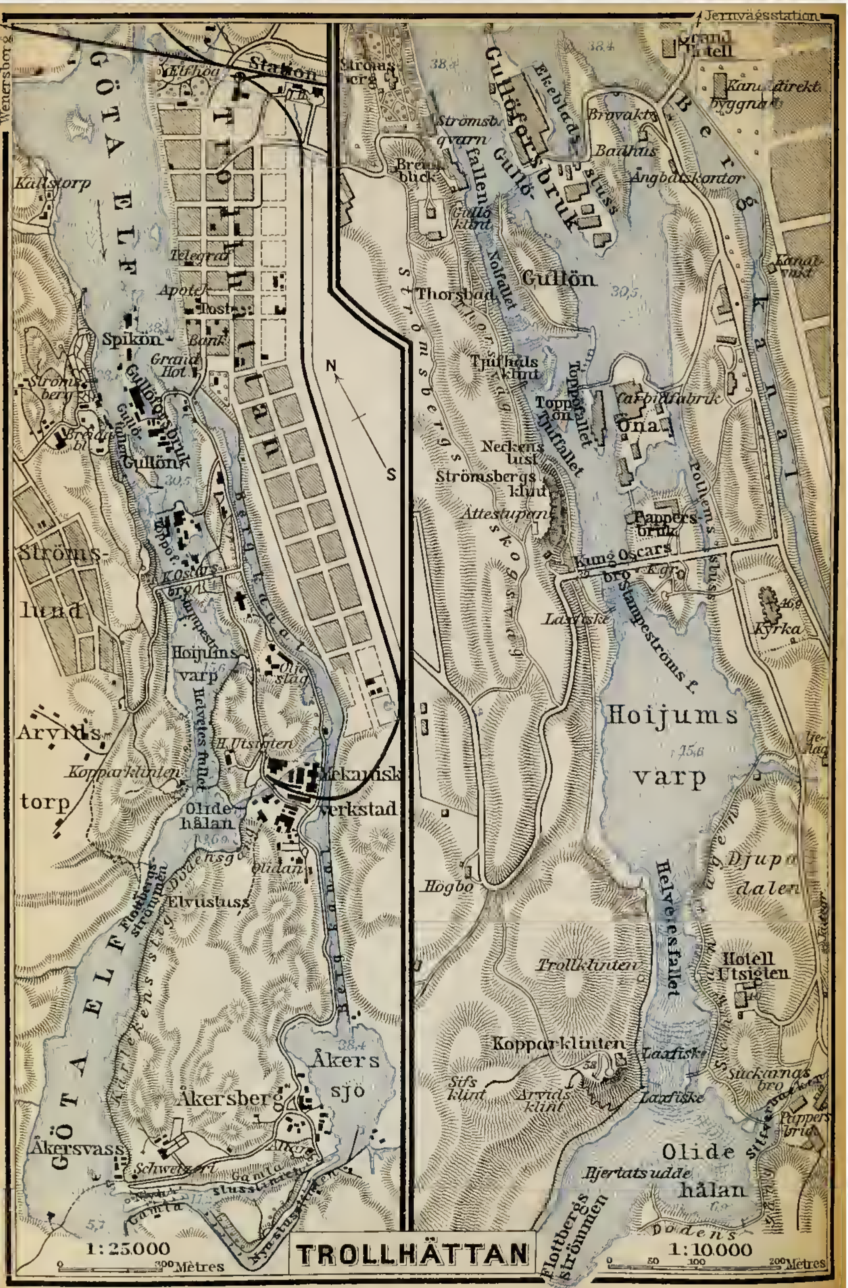
Hotels. JERNVÄGS HOTEL (*J. H.* on the Map), at the station, very fair; *GRAND HÔTEL *(Hôt. Trollhättan)*, near the falls, ¾ M. from the station, R. from 1½ kr.; *HÔTEL UTSIGTEN, 1½ M. from the station, with fine view of the falls (p. 284), R., L., & A. from 1½, B. 1, D. (2-4 p.m.) 1½-3, S. 1, omnibus ½ kr. (good photographs sold by the landlord). — As the hotels are often full in summer, rooms should be ordered by post-card.

Baths near the Grand Hôtel; for gentlemen 8-10, 12-4, 6-9, ladies 10-12, 4-6; Sun. 8-10 a.m.

A visit to the WATERFALLS and the Canal takes at least 3½ hrs.; but as the morning-lights are the most favourable, it is better to spend a night here, especially since the opening of the new walks. As the view gradually increases in beauty when the falls are approached from below, some visitors prefer to skirt the canal from the hotels to Åkersvass (1 hr.'s walk, 25 min. drive; carr. for 1 pers. 1 kr., each addit. pers. 35 ö.) and to ascend thence by the Kärlekens Stig beside the café (to the Hôt. Utsigten, ¾ hr.); an alternative route for which our map affords ample guidance (guide unnecessary). — The vendors of photographs and knicknacks are rather troublesome.

The *Turist-Comité* has published a large-scale map (75 ö.) of the walks, etc., near the falls, and has appointed boys to act as guides under tariff.

Trollhättan, a town with 6000 inhab., consists almost entirely of manufactories, which use the motive power afforded by the falls (estimated at 220,000 horse-power), and of workmen's houses. The **Falls of Trollhättan*, six in number, besides several cataracts and rapids distributed over a distance of 1600 yds., are in all 108 ft.



Geograph. Anst. v. Wagner & Debes, Leipzig.

in height. Neither the falls nor their environs can be called picturesque, and their effect is diminished by the islands in the middle of the stream; but the enormous volume of water makes the spectacle very imposing. The interest of this spot is greatly enhanced by the skilfully constructed locks and sluices on the left side of the river, which afford a waterway between Gotenburg and Lake Venern (comp. p. 288).

We follow the broad road from the station, and (1/4 hr.) cross the N. entrance to the canal by the bridge to the right beyond the Grand Hôtel; then, by the Bro-Vakt, follow the broad path to the right, crossing another island and the *Ekeblad Lock*, which collapsed in 1755 before it was completed, to the *Gullöforsbruk*, a large rolling-mill. From this point we have a view of the *Gullö Falls*, 23 ft. in height, divided by the Gullö (see below). — We then return to the Bro-Vakt, follow it towards the S., descend to the right after 2-3 min., and cross the bridge (right) to the island of *Öna*. Here we skirt the yard of the large mill (to the right; direction-post), cross another bridge, and beyond a cellulose-factory reach a small swaying bridge to the island of *Toppö* (25 ö.; two persons only may cross at a time). This island affords the best views of the ***Toppö Fall*, 42 ft. high, the grandest of the series, which it separates from the *Tjuf Fall* ('thief fall') on the W. side. The effect of the seething and foaming waters all around the island is very striking. — A bridge (25 ö.) crosses from the island of Öna to the wooded island of *Gullö*, the N. end of which commands another view of the Gullö Falls.

We return to the left bank and walk in the direction of the Gothic brick church on a hill. Before reaching the church we turn to the right to the iron *King Oscar's Bridge* across the river, constructed in 1889, which affords the finest general *View of the Toppö Fall. The stone arch which connects the iron bridge with the left bank crosses *Polhem's Lock*, planned by the engineer Polhem, but left unfinished in 1755. Following a path from this point for a few paces, we reach the *Kungsgrotta* (*K. gr.* on the Map), one half of a 'giant's cauldron', bearing the names of many visitors. 'Jättegrytar', or 'giant's cauldrons', which are of frequent occurrence in Norway and Sweden, have probably been formed by the erosive action of stones whirled round by eddies in the beds of former rivers, like the similar phenomena in the 'Glacier Garden' at Lucerne. The path diverging at the grotto in the direction of the river leads to an iron platform above the *Stampeström Fall*, 8 ft. high, below which the river expands into the calm *Hojumsvarp*. The opposite bank is steep and rocky.

The carriage-road ascends to the left, on the right bank of the stream. A footpath, diverging to the left a few paces from the bridge, descends to an apparatus for catching salmon *(Laxfiske)*, where another platform commands a still finer *View of the Stampe-

ström Fall. About 5 min. farther on we quit the carriage-road and follow the path (to the right; guide-post) to the 'Strömsbergs Skog', which brings us in about 10 min., straight on, to the *Breidablick*, not far from the *Villa Strömsberg*. (Carriages must drive round viâ Strömslund.) From the Breidablick we have a view across the tranquil lower course of the Göta-Elf, with the railway bridge (p. 285), to the Halleberg and Hunneberg (p. 285). A foot-path diverging just before the Breidablick in the direction of the river leads to (3 min.) the mill on the *Gullöklint*, with a view of the *Nol Fall* and the island of Gullö. We retrace our steps for a few yards, then turn to the left, and in 5 min. reach the *Thorsbad*, where there is an iron platform projecting directly over the rapids. Farther on, beyond another iron platform at the *Tjufhålsklint*, is the (4 min.) rocky promontory of **Strömsbergklint*, which commands a general survey of nearly all the falls. In 4 min. more we rejoin the carriage-road above King Oscar's Bridge.

If time permit, a visit may be paid to the *Kopparklint* (190 ft. above the sea-level), above the Helvetes Falls (see below). We ascend the carriage-road for 5 min. more, then turn to the left (guide-post) by a path which brings us in 5 min. to the view-point, where an iron platform affords a fine view of the river far below. To the S. we see the lower course of the river. Morning-light best.

We now return to the left bank and from Polhem's Lock follow the carriage-road passing below the church through pine and fir woods. After about 4 min., shortly before the road crosses a mill-stream, we descend the path to the right (steps), which crosses the mouth of the mill-stream, rounds the hill on which stands the Hôtel Utsigten, and skirts the *Helvetes Falls* ('hell falls'), in all 25 ft. in height. A few min. farther along the carriage-road another 'giant's cauldron' ('Jättegryta') may be observed on the left.

Still farther on a finger-post points the way to the right to the **Hôtel Utsigten* (p. 282), a conspicuous object in the view from the King Oscar's Bridge. The veranda and the tower of the hotel command extensive views.

We now descend by a path through wood, passing the *Mekanisk Verkstad* on the left, and skirt the river, which here expands into the basin called *Olide-Hålan*. The path ('Dödens Gang') then leads past the *Flottbergsström* and the *Elvii Sluss*, another unfinished lock by Polhem, and another path ('Kärlekens Stig') leads thence to (½ hr.) the lower entrance to the locks, at *Åkersvass*, where steamboat-passengers from Gotenburg usually land (p. 282). 'Schweitzeri' or café here.

The eleven new **Locks of Åkersvass*, constructed by *Nils Eriesson* (d. 1870; pp. 316, 325) in 1836-44, ascend in three sections, between which are basins where vessels pass each other. Adjacent are the *Old Locks*, opened in 1800, now used for small vessels only. The traveller had better walk up the left bank of the new locks. Another path skirts the old locks. From the former path we cross one

of the locks to the N. bank of the canal and ascend to the (1/4 hr.) *Åkersberg Balcony* (view) and the hamlet of *Åkersberg*, where the offices of the Lock Company are situated. — Thence to the railway station, viâ the above-mentioned Mekanisk Verkstad, 3/4-1 hr.

Besides these locks at *Åkersvass* there are two at *Lilla Edet* and one at *Åkersström*, below Trollhättan; and two more above it. at *Brinkebergs Kulle* near Venersborg, where the waterfall of *Rånnum*, 20 ft. high, has to be avoided. These huge locks form a kind of staircase by means of which vessels (6000-7000 annually) ascend and descend with ease between the North Sea and Lake Venern, 145 ft. above it.

Beyond Trollhättan the train crosses the Göta-Elf and reaches —

82 Kil. **Öxnered** (*Jernvägs-Hotel*, by the station), the junction of the Bergslagsbana, which goes on to Mellerud (for Fredrikshald and Christiania), Kil, and Falun (see p. 358), with the Uddevalla and Venersborg line. Passengers for the latter change carriages here.

From Öxnered to Uddevalla (p. 84), 23 Kil., in 1 1/4 hour. — From Uddevalla we may take the steamer through the 'Skärgård', either to the S. to Gotenburg, or to the N. to Strömstad and Fredrikshald (p. 80); but the 'Kommunikationer' should be carefully studied on account of the numerous changes necessary.

If the train from Öxnered to Venersborg (4 Kil.) does not suit, we may take a carriage. Rail and road both cross the *Vassbotten*, a small bay of *Lake Venern*.

88 Kil. **Venersborg** (**Stadshus*, with restaurant and café; *Strömsborg*, a popular garden), a town with 5800 inhab., at the S. end of *Lake Venern*, lies on the N. end of an island bounded on the W. by the Vassbotten, on the S. by the *Karlsgraf*, and on the E. by the *Göta-Elf* (see p. 286). Warned by frequent fires, the town now consists of unusually wide streets.

On the left bank of the Göta-Elf, to the S.E. of Venersborg, rise the steep and wooded *Halleberg* (485 ft.) and the *Hunneberg* (490 ft.), both with lakes and moors on their plateaux and numerous elks (a royal preserve).

From Venersborg to Herrljunga, 65 Kil., railway in 3 hrs. (fares 3 kr., 1 kr. 50 ö.). The train crosses a cataract of the Göta-Elf, passes between the Halleberg and the Hunneberg, and reaches (10 Kil.) *Lilleskog*, prettily situated. To the left lies the *Dettern*, a bay of Lake Venern. From (37 Kil.) *Håkantorp* a branch-line diverges to (28 Kil.) *Lidköping* (1 1/2 hr.; see p. 286). — 65 Kil. *Herrljunga*, see p. 289.

From Venersborg by Steamboat on Lake Venern and the W. Göta Canal to Karlsborg on Lake Vettern.

Steamboat in the direction of Stockholm 5 times weekly (twice by Lidköping, Kinnekulle, and Mariestad): to *Motala* (p. 295) in 27-36 hrs. (fares 16 kr. 50, 13 kr. 75 ö., with separate cabin; 11 kr., with berth in the saloon; to *Stockholm* in 50-64 hrs.). The W. Göta Canal (*i.e.* W. of Lake Vettern) is very inferior in scenery to the E. Göta Canal. Most travellers will visit the latter only, as the voyage all the way from Gotenburg to Stockholm (56-70 hrs.; 30, 20, 12 kr.) is apt to be tedious. The commissariat on board the steamers is ample: tea or coffee with bread 35 ö., Smörgåsbord 1 kr., with a hot dish 1 1/4 kr., D. 2 1/4 kr. for gentlemen, 1 3/4 kr. for ladies.

OTHER STEAMERS ON LAKE VENERN: from VENERSBORG to *Lidköping*, *Kinnekulle*, and *Mariestad* twice weekly, going on once to *Karlstad* (p. 302) and once to *Christinehamn* (p. 302).

Lake Venern (*i. e.* 'the Vener'), an immense sheet of water (about 2400 sq. M. in area; 280 ft. deep; 145 ft. above the sea-level), where storms sometimes impede navigation, forms an inland sea into which fall most of the rivers of Vester-Götland, Dalsland, and Vermland, including the *Klar-Elf*, from Vermland, one of the largest rivers in Scandinavia. These rivers, which expand at places into long lakes, traverse vast tracts of forest, affording excellent routes for the transport of timber to the lake. The *Göta-Elf* is the only discharge of the lake. The Göta Canal connects Lake Venern with Lake Vettern.

The S. part of Lake Venern, which the canal-steamers traverse, is not very attractive. Looking back, we obtain a pleasing view of the Halleberg and the Hunneberg (p. 285). The quick boats run in 7 hrs. to Sjötorp, where the Göta Canal begins (p. 288). About halfway, on the *Kollandsö*, an island surrounded by rocky islets, rises the well-preserved mediæval château of *Leckö*, with several towers, now government property.

By Leckö, to the S., opens the bay of *Kinne Viken*, which the canal-boats enter twice weekly (besides several others). The first station, 5 hours' steam from Venersborg, is —

Lidköping (**Hôtel Lidköping; *Svea*), the oldest town on Lake Venern, with 5000 inhab., situated at the mouth of the *Lidå*. The town has been burned down several times, and, with its church, has been entirely rebuilt since 1849.

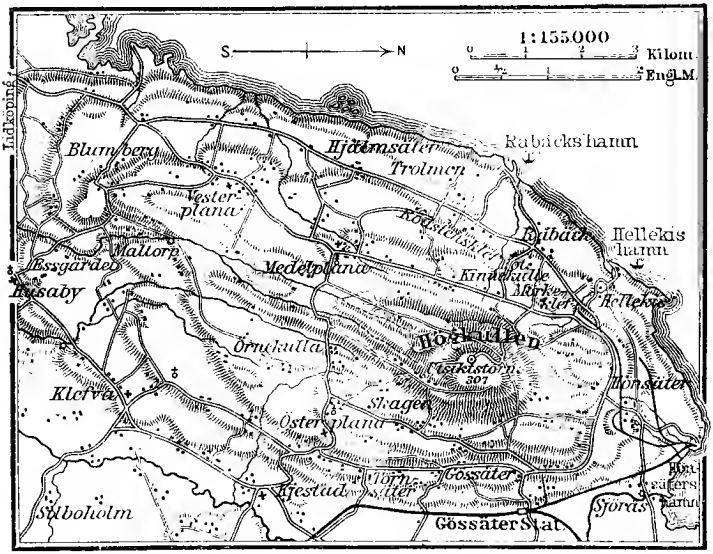
Besides the canal-boats and other steamers above mentioned, which connect Lidköping with the Kinnekulle five times weekly, the 'Kinnekulle', a local steamboat, plies daily between these two points. — Railway by *Håkantorp* to Venersborg, see p. 285; by *Skara* to *Mariestad* or to *Stenstorp*, see p. 290.

On the E. side of the Kinne Vik rises the ***Kinnekulle** (pron. 'chin'), a long isolated range, extending 9 M. from N. to S., and 4 M. from E. to W., one of the most interesting hill-regions in Sweden, both geologically and in point of scenery. It rises in several steps or terraces corresponding to geological periods; granite, the lowest of these, is followed by sandstone, alum-slate, limestone, clay-slate, and lastly by trap, which has been upheaved in a liquid state through these other formations. With its valleys and woods, its abrupt cliffs ('klefvor'), its rich vegetation, and its numerous farms and pastures, the Kinnekulle forms quite a little world of its own.

One hour after leaving Lidköping the canal-boat reaches the station of *Hellekishamn*. (The other steamers ply in the same time to the station of *Råbäckshamn*.) The Hellekis station is $^1/_2$ M. from the old manor of *Hellekis*, with its beautiful park, now the property of a company. (The mansion contains the offices, a post-office, and a geological collection.) The Råbäck station ($^3/_4$ M. to the S. of

Hellekis) is 1¼ M. from Baron Klingspor's estate of *Råbäck*, with its charming park, to which visitors are freely admitted. — Near Hellekis, Råbäck, and *Hönsäter*, formerly a baronial manor, a little to the N. (near the railway-station of Gössäter, see below), are several large quarries.

From Hellekis a road leads in ½ hr. (from Råbäck in 20 min.) to the large **Hôtel Kinnekulle* (R. from 1½ kr.), which affords a fine



view. Pleasant walk of ¼ hr. to the *Mörkeklef* (which is also ¼ hr. from Råbäck). The ascent of the *Högkulle* (1007 ft. above the sea, 862 ft. above the lake), the highest point of the Kinnekulle, takes 1-1¼ hr. On the top is an extensive view; belvedere, 60 ft. high (adm. 25 ö.), with a few beds for travellers who desire to see the sunrise from this point.

Those who spend a few days at the Hôtel Kinnekulle should visit the old churches of *Medelplana*, *Vesterplana*, and *Husaby*. That of Husaby, 11 Kil. to the S., is said to have been founded at the beginning of the 11th century. Olaf Eriksson, the first Christian king of Sweden, is said to have been baptized in the spring at Husaby.

The Hôtel Kinnekulle is 4 M. from the rail. stat. of *Gössäter* (p. 290). Carriage, if required, must be ordered at the hotel beforehand.

In 2 hrs. more the canal-steamer reaches **Mariestad** *(Stadshotel)*, a town of 3200 inhab., founded by Charles IX. at the mouth of the *Tida* about the year 1600, and so named in honour of his queen, a princess of the Palatinate. The town was rebuilt after a fire in 1895. (Terminus of branch-lines from Moholm and Skara, p. 290.)

Passing the island *Thorsö*, we steam in 1½ hr. more to *Sjötorp*, where the western branch of the **Göta Canal** begins.

The natural depression which intersects S. Sweden from the Skager-Rack to the Baltic, and which includes the great Venern, Vettern, and Mälar Lakes, gave rise at an early period to the idea of connecting the two seas by means of a canal. The question was first mooted by Bishop Brask of Linköping (1516) and afterwards by Gustaf Vasa and Charles IX. The work was at length begun by *Svedenborg* and *Polhem* under Charles XII. (1716), and carried on by *Winham* (1753). These engineers attempted to construct locks to enable vessels to pass the Trollhätta Falls (comp. p. 285), but a great bulwark they had built to protect their works was destroyed by floating timber in 1755. Nothing more was done till 1793, when a company was formed for the construction of the 'old locks' of Trollhätta (p. 284). The E. prolongation of the canal is chiefly due to *Daniel Thunberg* and *Baron von Platen*. The latter (d. 1829) set on foot the Göta Canal Company (1810) and lived to see the completion of the greater part of the work. The engineer was *Thomas Telford*, the Scotsman. The whole route from Gotenburg to Mem on the Baltic (240 M.; canal 56 M. only, 10 ft. deep) was opened in 1832. There are 58 locks in all, five being used for the regulation of the water in the canal. About 3000 vessels pass through the canal annually.

From Lake Venern to Lake Viken the canal mounts 155 ft. more by means of twenty locks (9 near Sjötorp, 2 on the way to *Norrqvarn*, 9 at *Hajstorp*). To *Töreboda*, where the canal is crossed by the Gotenburg and Stockholm Railway, the steamer plies in 5½ hours. Nearing *Vassbacken*, the next station, we observe the estate of *Fimmersta* on the right. Beyond Vassbacken, on the right, a memorial stone marks the highest point of the Göta Canal (300 ft.) above the sea-level. We then steam at the same level to *Lake Viken*, which we enter through a lock. In the distance, at the S. end of the lake, lies the manor of *Ryholm*. At the *Forsvik* station a lock leads into the *Bottensjö*, on the S.W. side of which rises the *Vaberg*, recently fortified. *Rödesund* (an hour's steam from Forsvik), beautifully situated on a peninsula between the Bottensjö and Lake Vettern, is the station for **Karlsborg** *(Nicander's Hotel)*, a fortress founded in 1820, and the terminus of the branch-line to Sköfde (p. 290). The passage across the latter lake to Vadstena or to Motala takes 2 hrs. more (see p. 295).

The **Dalsland Canal**, one of the most famous waterways in Sweden, uniting Lake Venern with Fredrikshald in Norway, a distance of 100 M., was constructed in 1863-68 by *Nils Ericson* (p. 284), but since the opening of the railway only the central section of the canal is now traversed by passenger-steamers. It begins at *Köpmannabro* (p. 358), on Lake Venern. The most interesting point is at *Håfverud*, where the canal is carried across a waterfall by means of a huge iron aqueduct, 105 ft. in length and 15 ft. in width. The steamboats now begin their voyage beyond the chief locks, at *Bengtfors*, where the railway (p. 84) from Uddevalla and Bäckefors reaches the canal.

44. From Gotenburg to Katrineholm *(and Stockholm)*.

458 Kil. Express at night in 12 hrs., by day in 14½ hrs. (fares 38 kr. 95, 27 kr. 50, 18 kr. 35 ö.). Sleeping-berth, 1st cl. 5 kr., 2nd cl. 3 kr. extra. The slow trains (fares 24 kr. 5, 16 kr. 5 ö.) take two days. — Those who wish to see *Lake Vettern* take the train from *Falköping* to *Jönköping*, and the steamboat thence to *Motala* (p. 295).

Gotenburg, see p. 277. To *Olskroken*, at which few trains stop, see p. 282. The line turns to the right into the valley of the *Säfveå* and crosses it several times. 9 Kil. *Partilled;* 15 Kil. *Jonsered*, on the *Aspen-Sjö*, with cotton-factories. 20 Kil. *Lerum*. 27 Kil. *Floda*, at the W. end of the *Flodasjö*. In the neighbourhood is the former royal hunting-lodge of *Nääs*, now in the possession of Mr. A. Abrahamson, founder of a well-known School of Handicrafts (*'Slöjdlärare-Seminariet'*; director, Dr. Salomon). Farther on, an embankment; then, a cutting through the *Krösekulle*. 35 Kil. *Norsesund*.

46 Kil. **Alingsås** *(Stads-Hotel)*, with 2800 inhab. and several large weaving-factories, prettily situated near the influx of the Säfveå into *Lake Mjörn*, was founded in 1611 by inhabitants of *Lödöse*, a town which had been destroyed by the Danes.

The train crosses the river several times. 60 Kil. *Lagmansholm*. Then dreary moors (*Svältor*, *i.e.* 'famine-lands'). 67 Kil. *Vårgårda*.

80 Kil. **Herrljunga** (**Rail. Restaurant*, B. or S. 1¼ kr.), junction of branch-lines to the N.W. to Venersborg and Uddevalla (see p. 285), and to the S. to Borås.

From Herrljunga to Borås, 42 Kil., railway in 2 hrs. (fares 2 kr. 95, 1 kr. 70 ö.). Stations unimportant. — **Borås** *(Hôt. Vestergötland; Hôt. du Nord)*, with 9000 inhab. and cotton-mills. — *From Borås to Varberg*, see p. 277.

87 Kil. *Foglavik;* 101 Kil. *Sörby*. At *Markakyrka* the line reaches its highest point (740 ft. above the sea-level).

114 Kil. **Falköping-Ranten** (*Rail. Restaurant*, B. or S. 1½ kr.; *Rantens Hotel*, at the station) is the junction for Jönköping and Nässjö (R. 45). Halt of 10-15 minutes. The town of Falköping, with 2800 inhab., lies ¾ M. from the principal station, but has another station on the line to Jönköping (p. 291). Margaret of Denmark defeated King Albert of Sweden here in 1389 (p. lviii). Near the station rises the *Mösseberg* ('cap hill'; 820 ft.), with a hydropathic and sanatorium on its slope. The *Älleberg* resembles the Kinnekulle (p. 286) in formation.

129 Kil. *Stenstorp*, junction of two branch-lines.

From Stenstorp to Hjo, 39 Kil., railway in 2-3 hrs. (fares 2 kr. 75, 1 kr. 60 ö.). Stations unimportant. From *Svensbro* a branch-line diverges to Ekedalen and Tidaholm. — **Hjo** *(Stads-Hotel; Royal)*, a town with 1400 inhab., lies on Lake Vettern, in a district known as *Guldkroken* ('golden corner'). On the lake is a sea-bathing place (Restaurant Bellevue). Near Hjo are several large estates and a hydropathic establishment. Steamboats ply to the other towns on the lake. Opposite lies Hästholmen with the Omberg (p. 294; steamboat daily in 1 hr., fare 1 kr. 40 ö.).

FROM STENSTORP TO LIDKÖPING, 46 Kil., railway in 2½-3 hrs. (3 kr. 50 ö., 2 kr.). The train crosses the *Brunnemsberg*, between the *Hornborga-sjö* (395 ft.) and the *Billing*, and traverses the *Axevalla Heath*, the largest military exercising-ground in Sweden. 10 Kil. *Broddetorp*. About 6 Kil. to the E. of (20 Kil.) *Axvall*, near the 'skjuts-station' *Klostret*, at the base of the Billing, stands the *Varnhems-Kyrka*, a former Cistercian church of 1250, containing tombs of the De la Gardie family.

28 Kil. **Skara** (*Stads-Hotel*, near the station), with 3800 inhab., was once a famous episcopal town with six churches, mentioned by Adam of Bremen. The Gothic **Cathedral*, consecrated by Bishop Ödgrim in 1151, now undergoing repair, contains the marble sarcophagus of *Erik Soop*, who saved the life of Gustavus Adolphus at the battle of Stuhm (in W. Prussia) in 1629. — From Skara a branch-line goes to *Gössäter* (27 Kil.; station for the Kinnekulle, p. 286) and *Mariestad* (54 Kil.; p. 287).

46 Kil. *Lidköping*, see p. 286.

139 Kil. *Skultorp*. Skilfully engineered line. Fine view to the E.

145 Kil. **Sköfde** (**Hôtel Billingen; Hôtel Sköfde*), an old town with 4500 inhab., prettily situated at the foot of the *Billing*, junction of a branch-line to *Karlsborg* (44 Kil.; in 1½-2 hrs.; p. 288).

160 Kil. *Väring;* 167 Kil. *Tidan*. To the left, a view of *Lake Östen* and the fertile plain of *Vadsbo*. 171 Kil. *Moholm*, junction of a branch-line to *Mariestad* (18 Kil., in 1 hr.; p. 287).

At (184 Kil.) *Töreboda* the train crosses the *Göta Canal* (p. 288). It then traverses *Tiveden*, a dreary wooded region, the scene in the 12th cent. of the contests between the rival kings Sverker and Erik Jedvardsson (p. liv).

198 Kil. *Elgarås;* 215 Kil. *Finnerödja*. To the left, a view of the *Skagern-Sjö* (227 ft.). Then, the lake and village of *Bodarne* on the right.

229 Kil. **Laxå** (*Rail. Restaurant*, with bedrooms). The railway to *Charlottenberg* and *Christiania* diverges here to the left (see R. 48). — A little to the N. is *Porla Helsobrunn* (p. 302), a small watering-place, on the latter line.

244 Kil. *Vretstorp;* to the N. rises the *Kilsberg*.

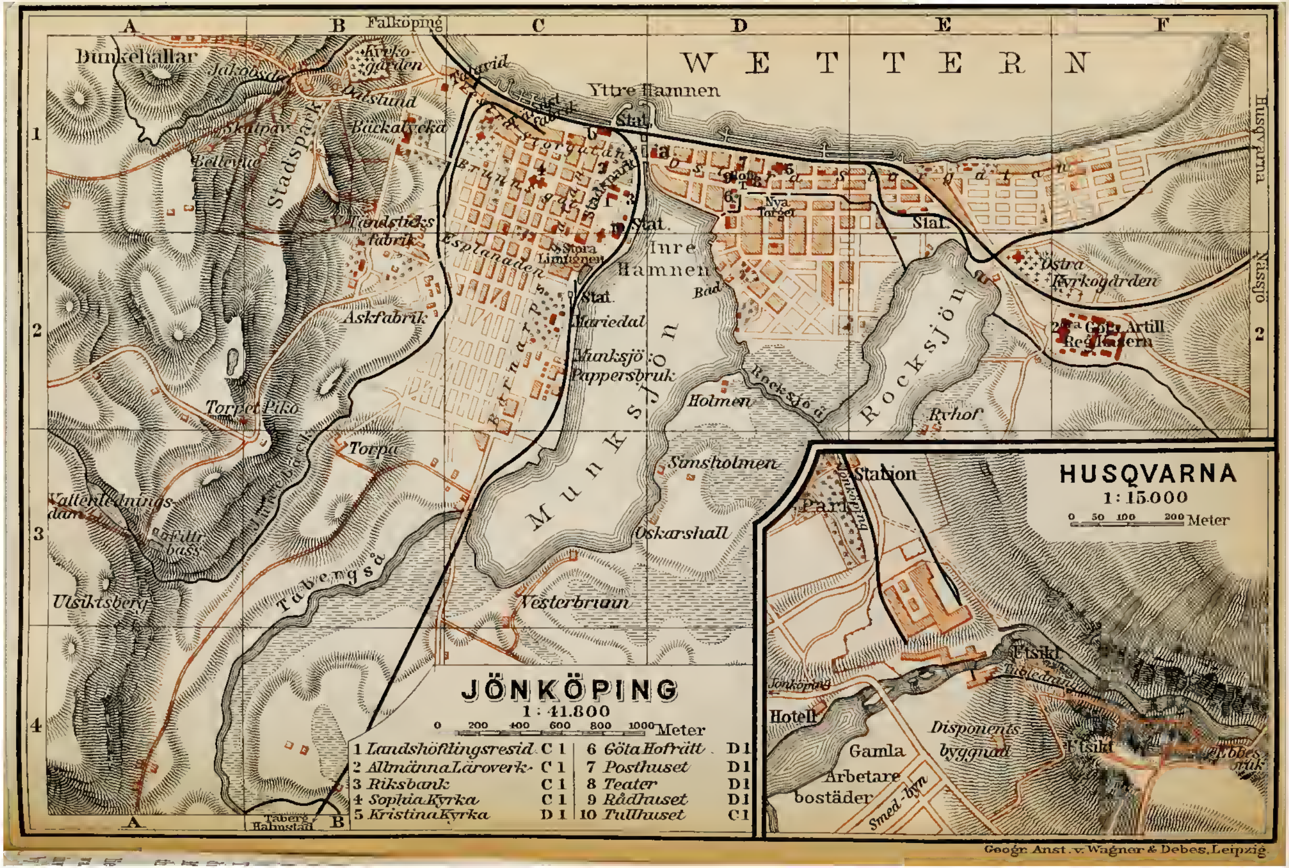
259 Kil. **Hallsberg** (*Jernvägs-Hotel;* **Rail. Restaurant*, D. 1½ kr.), an important station, is the junction for *Örebro* to the N. (p. 356) and *Motala* (p. 295) to the S.; halt of 10-20 minutes.

Farther on we obtain a fine view of the plain of *Nerike*. — 272 Kil. *Pålsboda*, junction of a narrow-gauge line to Norsholm (p. 298). — 284 Kil. *Kilsmo*, on the N. bank of *Lake Sottern*. 294 Kil. *Högsjö*. 303 Kil. *Vingåker* is the centre of the district of that name. Beyond it, on the left, lies the estate of *Säfstaholm*.

We pass the lakes of *Viren*, *Kolsnar* (*nar*, 'lake'), and *Näsnar*, and the château of *Sjöholm*. 316 Kil. *Baggetorp*.

324 Kil. **Katrineholm** (*Jernvägs-Hotel*, with restaurant) is the junction for Norrköping, Mjölby, Nässjö, and Malmö (RR. 47, 39). Long halt.

From Katrineholm to (458 Kil.) *Stockholm*, see pp. 300, 301.


WETTERN
Yttre Hamnen
Inre Hamnen
Munksjön
Rocksjön
Rocksjö å
Tabergså
Dunkehallar
Jakobsdal
Kyrkogården
Dalslund
Bäckalycka
Skjutbana
Bellevue
Stadspark
Tändsticksfabrik
Esplanaden
Askfabrik
Torpet Piko
Torpa
Vattenlednings-damm
Filtr. bass.
Utsiktsberg
Storgatan
Brunnsgatan
Östra Storgatan
Barnarps
Stora Limugnen
Mariedal
Munksjö Pappersbruk
Holmen
Simsholmen
Oskarshall
Vesterbrunn
Nya Torget
Bad
Stat.
Östra Kyrkogården
2:a Göta Artill. Regementen
Ryhof
Falköping
Husqvarna
Nässjö
Taberg Halmstad
A
B
C
D
E
F
1
2
3
4
JÖNKÖPING
1 : 41.800
0 200 400 600 800 1000 Meter
1 Landshöftingsresid. C 1
2 Allmänna Läroverk C 1
3 Riksbank C 1
4 Sophia Kyrka C 1
5 Kristina Kyrka D 1
6 Göta Hofrätt D 1
7 Posthuset D 1
8 Teater D 1
9 Rådhuset D 1
10 Tullhuset C 1
HUSQVARNA
1 : 15.000
0 50 100 200 Meter
Station
Park
Jönköping
Hotell
Gamla Arbetare bostäder
Smed-byn
Disponents byggnad
Utsikt
Geogr. Anst. v. Wagner & Debes, Leipzig

45. From Nässjö to Jönköping and Falköping.

112 Kil. Södra Stambana. Express in 2¾-4 hrs. (fares 6 kr. 75, 4 kr. 50 ö.), ordinary train in 6½ hrs. (fares 5 kr. 90, 3 kr. 95 ö.). Views to the right.

Nässjö, see p. 271. — 16 Kil. *Forserum*; 27 Kil. *Tenhult*. The train now begins to descend to the basin of Lake Vettern, about 670 ft. below, and affords a series of beautiful views. To the right we observe Husqvarna with its waterfall (p. 292), and in the distance the Visingsö in Lake Vettern. A little beyond Husqvarna, where we are still 200 ft. above the lake, the train turns, descends to the left, and then skirts the lake.

43 Kil. **Jönköping.** — **Railway Stations.** The Main Station (Pl. C, 1) lies close to the harbour, to the W. of the old town; a second station (Pl. E, 1), to the E. of the old town, is for the line to Husqvarna and Lyckås; a third station (Pl. C, 2), on the Munksjö, to the S. of the Landshöfdings-Residens (see below), serves the Vaggeryd-Halmstad line (p. 276).

Hotels. *Stora Hotel (Pl. a), to the E. of the Main Rail. Station, with view of Lake Vettern and an excellent restaurant, R. from 1½, D. 1½ kr.; Jernvägs Hotel (Pl. b), opposite the Main Rail. Station; Fröken Sparre's Pension, Kyrko-Gatan 2, pens. 2 kr. 80 ö.

Cabs (stand in front of the Stora Hotel). Drive in the town not exceeding ¼ hr. 50 ö.; to Dunkehallar 1½-3 kr. (acc. to the stay); to the Aqueduct 3½, with return by Dunkehallar 4½-5 kr.; to Sanna (p. 292) 3½, to Husqvarna 5 kr., with stay of 2 hrs. in each case.

Post Office (Pl. 7), Hofrätts-Torg. — **Telegraph Office**, Östra Stor-Gatan 9.

Jönköping, one of the oldest towns in Sweden, repeatedly burned down, but rebuilt since 1835, contains 21,000 inhab. and important manufactories, and is the capital of a province and the seat of an appeal-court ('Göta Hofrätt'). It is charmingly situated between the S. end of *Lake Vettern* and the smaller lakes *Munksjö* and *Rocksjö*. Roomy suburbs have been erected to the E. and W. of the old town. The cheerful town, the sea-like expanse of Lake Vettern (connected with the Munksjö by a canal), the large sea-going ships (p. 293), and the mountains to the S., all combine to form a very beautiful picture.

The *Town Park* extends to the S.E. from the Railway Station (Pl. C, 1) to the Munksjö. In the centre of the park rises a handsome *Fountain*. To the W. is the *Almänna Läroverk* (Pl. 2), or grammar-school; to the S. are the *Landshöfdings-Residens* (Pl. 1), or house of the provincial governor, and the *National Bank* (Pl. 3). The street behind the Läroverk leads to the S. to the pleasant gardens of *Stora Limugnen* (Pl. C, 2). Farther to the S. is the large *Munksjö Pappersbruk* (Pl. C, 2). — The first cross-streets lead to the *Sophia-Kyrka* (Pl. 4), designed by Zettervall (1888).

To the W. of the railway-station, on the bank of Lake Vettern, lies the famous *Match Manufactory* (Pl. C, 1; no admission), which was founded in 1845 and attained a worldwide reputation after the invention of the safety-match ('tändstickor utan svafvel och fosfor') by its owner, *J. E. Lundström* (1853). It now belongs to a company

and employs 800 workmen. — The *Vestra Tändsticks-Fabrik* (Pl. B, 1, 2), another match-factory in the W. suburb, employs 700 hands.

In the older part of the town, to the E. of the Stora Hotel, are the *Christina-Kyrka* (Pl. 5), built in 1649-73, the *Hofrätt Building* (Pl. 6; 17th cent.), and the *Town Hall* (Pl. 9), the last two on the S. and W. sides of the Hofrätts-Torg.

ENVIRONS. The Vestra Stor-Gatan, passing the S. side of the large match-factory and then a school, leads to the **Dunkehallar** (Pl. B, A, 1), a suburban district, commanding a beautiful view and studded with villas. The road ascends. To the right lies the W. Cemetery. An avenue to the left leads to the *Town Park* (Pl. B, 1). A footpath on the same side leads past the shooting pavilion to *Bellevue* (Pl. A, B, 1), a point of view about 1 M. from the Stora Hotel. Thence we may walk round the S. and E. sides of the Town Park and descend the flight of steps at a kiosque (rfmts.) to the country-house called *Bäckalyckan* (Pl. B, 1). — A still finer *View is obtained from the *Reservoir of the Water Works* (*Vattenledningen*; Pl. A, 3), 2½ M. to the S.W. We follow the road, which crosses the *Junebäck*, between the match-factory (r.) and the Ask-Fabrik (box-factory; l.). At the manor of *Piko* we keep to the left. Beyond the fire-station and the poor-house we reach (¾ hr.) the filtration basin, with the large fonntains. Carriages wait here, while we walk on viâ a ravine to the *Utsiktsberg*. We may return viâ Bäckalyckan and Dunkehallar. — On the E. side of the town we may visit the *East Cemetery* (Pl. E, F, 2) and the *Artillery Barracks* (Pl. F, 2).

EXCURSIONS. The Vaggeryd railway (p. 276; stat., see p. 291) ascends the valley of the *Tabergså*, viâ *Ljungarum*, *Hofslätt*, and *Norrahammar*, to (13 Kil.; 1½ hr.; return-fares 1 kr. 20 ö., 1 kr.) *Smålands Taberg* (666 ft.; inn), whence we may ascend (25 min.) the **Taberg** (1125 ft.), a hill consisting almost wholly of magnetic iron ore, and commanding a survey of the forests of Småland. To reach the top (marked by a memorial of the visit of Oscar II.) we return along the railway for a few yards, pass under the track, cross the Tabergså, and ascend.

HUSQVARNA may be reacbed either by the Gripenberg railway (see below; return-fares 90, 60 ö.) or by carriage (8 Kil.; see p. 291). The road passes the massage institutes of *Sanna*, visited in summer even by British and German patients, while one of them (Kellgren's) has a winter establishment in London. The waterfalls of **Husqvarna** have a total height of 360 ft., but this is distributed over a considerable distance. About one-sixth of the water is drawn off for a large hunting-rifle and sewing-machine factory. At present we follow the road to the factory, cross the rails, take the path to the left, and reach the (5 min.) *Hotel* (unpretending). We then cross the river by the road and pass the house and garden of the Manager (*Disponents-Byggnad*; see inset-plan at p. 291). After 5 min. we keep to the left along the garden fence to the conduit ('tubledning'), which brings the water to the turbine of the factory. Beyond the conduit we reach the best *Point of View. [A new path, not yet ready, diverges to the left 100 yds. from the rail. station, runs to the N. of the factory, and crosses the 'Great Fall' by a foot-bridge.] We then recross the conduit and follow the path to the E. (branch to the right to another view-point) to the 'Upper Fall' and the art-foundry of *Ebbes Bruk*. — If the hours of the return-trains do not suit, we may walk to Rosendala (see below).

FROM JÖNKÖPING TO LYCKÅSGÅRD, 19 Kil., railway (*Gripenbergsbana*; station, see p. 291) in 1¼ hr. (fares 90, 60 ö.; return-fares to Vistakulle, 90, 60 ö.). — The train crosses the *Husqvarnaå*. 5 Kil. *Rosendala*. Beyond (7 Kil.) *Husqvarna* (see above) it turns back and ascends slowly along the hilly ridge of *Brantåsen*, above the road and the E. bank of Lake Vettern (views). 11 Kil. *Gisebo*. — 13 Kil. **Vistakulle** (*Restaurant* at the station, fair), perhaps the finest point on Lake Vettern. Finger-posts indicate the way from the station to (¼ hr.) the top of the 'Kulle' (785 ft.), which affords an extensive view.

For an excursion to the *Visingsö* (p. 293) we use the steamers 'Motala Express' (6 times a week) and 'Freja' or 'Vista' (9 times a week).

Leaving Jönköping, the train skirts the W. bank of Lake Vettern (views) and ascends for a long distance. 54 Kil. *Bankeryd*, with attractive villas. To the left rises the *Dommeberg;* to the right, in the distance, is the Visingsö (see below). From (62 Kil.) *Habo* we may pay a visit on foot or by skyds to (5 Kil.) the *Habo-Kyrka*, an old timber church (rebuilt in 1723), with a painted interior. The summit of the Dommeberg is 3 Kil. farther on. — Scenery uninteresting till we reach (75 Kil.) *Mullsjö*. We cross *Lake Stråken* by an embankment 424 yds. long. 86 Kil. *Sandhem*. 101 Kil. *Vartofta*, junction for *Ulricehamn* on *Lake Åsunden* (37½ Kil., in 2 hrs.).

111 Kil. *Falköping Town;* 112 Kil. *Falköping-Ranlen*, junction of the Södra and the Vestra Stambana (R. 44).

46. From Jönköping to Stockholm by Lake Vettern and the Eastern Göta Canal.

Steamboat from Jönköping to *Stockholm*, viâ *Vadstena*, *Motala*, *Norsholm*, *Söderköping*, and *Södertelge*, thrice weekly, in 36 hrs. (fares 16 or 11 kr.); to Norsholm 15 hrs. (9 or 7 kr.). We may also take a Lake Vettern steamboat (starting daily) to *Vadstena* or *Motala*, and then go on by the *Jönköping-Stockholm* or the *Gotenburg-Stockholm* steamer (p. 285). Travellers who intend to proceed by rail (p. 299) from Berg or Norsholm should note that the canal-boats are often late.

Lake Vettern (290 ft.), the most beautiful of the great lakes of S. Sweden, is about 80 Engl. M. long and 12 M. broad. The N. end is 65-100 ft. deep, the S. end 260-415 ft. The water is exquisitely clear, bright objects being sometimes seen at a depth of 100 ft. The lake is very liable to sudden storms, which sometimes endanger the navigation. Being flanked by the tableland of Småland, 600-700 ft. above it, and by the isolated Omberg and Vaberg, rising opposite to each other (about 600 ft.), the lake is far more picturesque than Lake Venern, while the Visingsö, an island in the middle of the lake, and the pretty towns and villages on its banks further enhance the scenery. The only effluent is the Motala, which follows the line of the E. Göta Canal. At the N. end the banks are flat. The lake is connected by the W. Göta Canal with Lake Venern (p. 288).

About 1½-2 hrs. after leaving Jönköping the steamer reaches the **Visingsö**, an island about 8 M. long and 2 M. broad, once the property of the powerful Counts of Brahe, and now a royal domain (*kungsladugård;* since 1683). At *Visingsöhamn*, the landing-place on the E. side of the island, are the **Hotel* and the overgrown ruins of the castle of *Visingsborg* (built in 1650; burned down in 1718). Farther up is the *Brahe-Kyrka*, a church built by Count Per Brahe in 1636, which is open on Tues., Wed., & Thurs., 2-3 p.m. (fee; at other times the sacristan must be sent for). It contains the tombs of the count (d. 1680) and his wife, an ancient ivory cru-

cifix, a silver chandelier, and other works of art. The middle of the island is planted with oaks and firs; the other two-thirds are in the hands of peasant-farmers (pop. 1200). In the N. part of the island is the ancient *Kumla-Kyrka.* The large pheasantry of Baron Dickson is hardly accessible.

Opposite the Visingsö, on the E. bank of the lake, lies the attractive little town of **Grenna** *(Hôtel Brahe)*, with 1300 inhab., founded by Count Per Brahe in 1652. A good view is obtained from the *Grennaberg*, rising abruptly over the town. Excursions (each there and back 1½ hr.) may be made to the ruined castle of *Brahehus*, to the N. (fine view), and to the picturesque *Röttle Mill* (S.).

Beyond Grenna the steamer usually steers N. to (2 hrs.) —

Hästholmen (*Hotel*, well spoken of), a harbour to the S. of the Omberg, which is best visited from this point. (We may afterwards go on by rail from Alvastra, see below.) The excursion (3-4 hrs.) is one of the finest on the lake. We take a small boat, with a rower who acts as guide (2-3 kr.), to the *Rödgafvels Grotto*, 35 ft. long and 25-30 ft. high, being the largest of a number of caverns in the deeply furrowed cliffs of the Omberg. — From the grotto to the Hjessan (see below), ½ hr.

The **Omberg**, the most interesting hill in S. Sweden next to the Kinnekulle (p. 286), begins a little to the N. of Hästholmen, extends for about 6 M. along the bank of the lake towards Vadstena, and is about 2 M. in breadth. The side next the lake is for the most part abrupt, while the E. slopes are wooded and furrowed with valleys. The hill consists chiefly of gneiss and mica-slate, but transition-limestone, clay-slate, and sandstone also occur. The highest point is *Hjessan* ('the crown'; 575 ft. above the lake, 845 ft. above the sea; view-tower). The Omberg forms the N. limit in inland Sweden where the red beech *(fagus sylvatica)* thrives, but in Bohus-Län, on the Kattegat, it occurs as far north as 58° 30′ N. latitude. The beautiful forest is crown-property ('kronopark'). — We return viâ *Alvastra (rail. stat., see below; **Tourist Hotel*), where we should notice the picturesque ruin of a Cistercian monastery founded in the 12th cent. by King Sverker I., containing the burial-vaults of Kings Sverker I., Charles VII., Sverker II., and John I. The church, dedicated to the Virgin, forms a Latin cross. The nave, aisles, and choir are still traceable. The W. wall, like that of the choir, contained a large window with rosettes and divided by mullions.

Hästholmen and (2 Kil.) Alvastra are stations on the Branch Railway from Ödeshög to Fogelsta (p. 297). If we climb the Ormberg from Alvastra, we may descend viâ *Hoje* to *Ormberg*, the next station (5 Kil. from Hästholmen). — Then follow (8 Kil.) *Väfversunda*, *Borghamn*, and other small stations. 26 Kil. *Vadstena*, see p. 295. 36 Kil. *Fogelsta.*

From Hästholmen the steamer crosses the lake to (1½ hr.) *Hjo* (p. 289), on the W. bank, and then returns to the E. bank. At *Rödgafvels Port* the lake attains its greatest depth (415 ft.).

We pass the arbitrarily named rocks known as *Munken* or *Gråkarlen* ('the monk', 'grey man'), *Predikstolen* ('the pulpit'), and *Jungfrun* ('the virgin'). Farther on are seen the *Vestra Väggar* and *Mullskräerna;* then *Borghamn*, with large quarries. The steamer rounds a promontory and reaches (3 hrs. from Hjo) —

Vadstena (*Hôtel Bellevue*, near the harbour), a station of the railway mentioned at p. 294. The town, of which lace has long been the staple product, with 2200 inhab., owes its origin to a monastery of *St. Birgitta* (p. lxiii), consecrated in 1383, suppressed in 1595, and now a lunatic asylum. The *Monastery Church (the 'Klockare' lives near), erected in 1395-1424, called the *Blåkyrka* from the colour of its stone and by way of contrast to the brick *Rödkyrka*, is worthy of a visit. It contains a monument to *Duke Magnus*, son of Gustavus Vasa, and others of interest. The floor is paved with tombstones. The sacristy contains the remains of St. Bridget and her daughter St. Katarina in a reliquary. A peculiarity of the church is that the choir is at the W. end. — By the harbour is the **Castle of Vadstena*, generally known as the *Vettersborg*, built by Gustavus Vasa in the 16th cent. and an excellent example of the feudal architecture of the period. The interior is now a magazine. The chapel is finely vaulted. The tower commands an extensive view. — In 1 hr. more the steamer touches at —

Motala (*Hôtel Nilson*, fair; *Hôtel Bergström; Jernvägs-Hotel;* baths by the harbour), a town with 2700 inhab. (a station on the Mjölby and Hallsberg Railway, p. 297), on the *Vårvik*, at the efflux of the *Motala* from Lake Vettern. The E. Göta Canal *(Östgöta Linie)* begins here, its level being regulated by a lock.

To the N. (16 Kil.) are the chalybeate springs of *Medevi*, to which a steamboat plies (going on to Askersund, p. 297).

From Motala to Stockholm by the E. Göta Canal.

Steamer eight times weekly in 23-27 hrs. (fare 10 kr., with bed in 'hytt' or stateroom 12½ kr.). Meals, see p. 285. The 'E. Göta Line' is the finest part of the canal, especially the part between *Berg* and *Norsholm*. From Norsholm we may go on by train; but as it is tronblesome to change conveyances, and the trains rarely snit, it is preferable to remain on board all the way to *Stockholm*. In this case the traveller will be rewarded by the scenery from Söderköping onwards, even on a clear summer-night.

Motala, see above. (Level of the lake 290 ft.) — About 2 M. to the E. of Motala lies *Motala Verkstad* (Verkstadens Hôtel, temperance), reached by steam-launch (ångslup) or by road on the N. side of the canal, passing *Baron Platen's Grave* (p. 288). Those who pass the night at Motala Verkstad should visit the great engine factory, founded in 1822, the property of a company, employing 1200 hands. (Visitors usually admitted.) The motive power is the water of the canal 37 ft. higher. There are other factories on the S. side of the canal. — Immediately beyond Motala Verkstad are the five *Locks of Borenshult*, through which the steamer descends to *Lake Boren*, 50 ft. lower. As this operation takes an hour, pass-

engers have plenty of time to walk from Motala to Borenshult (fine scenery).

Lake Boren (240 ft.), 9 M. long, the water of which is at first beautifully clear, is next traversed by the steamer. On the S. bank is the estate of *Ulfåsa*. At the E. end (2 hrs. from Motala) the steamer reaches *Borensberg-Husbyfjöl*, where the finest part of the canal-voyage begins. The Motalaström flows on the left. From the canal, which meanders at a considerable height, we overlook a rich and smiling landscape, with the estates of *Brunneby*, *Ljung*, and others. The steamer glides along at half-speed in order to avoid damaging the banks of the canal with its wash. In 3-4 hrs. more we reach —

Berg, an inn (carriages to Linköping, 12 Kil.; better order by telephone from Motala) near the W. end of *Lake Roxen* (108 ft.), 17 M. long and 6 M. broad, of which it commands a fine view. As the steamer takes nearly 2 hrs. to descend through the locks (15 in all) to Lake Roxen, passengers have time to visit the *Vreta Klosterkyrka*, 1 Kil. to the S.E., which once belonged to a Cistercian convent of the 12th century.

We now steam at full speed down Lake Roxen, enjoying a view of its pretty banks. On the N. side is the ruin of *Stjernarp*, once a castle of the Douglas family. In 3½-4 hrs. after leaving Berg we reach —

Norsholm (p. 298), at the E. end of Lake Roxen, a station of the Vestervik railway (p. 298) and the Östra Stambana, by which latter line, train suiting, we may continue our journey to Stockholm. The Motala and the Göta Canals issue from Lake Roxen here, the former descending to the N. to *Lake Glan*.

Beyond Norsholm the canal is uninteresting and the narrow lake of *Asplången*, 3 M. long, is equally so. We descend 12 locks and in 4½ hrs. more reach —

Söderköping (*Stads-Hotel;* 1800 inhab.). Near it is *St. Ragnhilds Källa*, with a hydropathic. The scenery improves. Above the canal, on the N. side, rises the *Ramundershäll*.

Beyond Söderköping two more locks; then (3 M.) the last lock, the 74th, at *Mem*, on *Slätbaken*, a long and narrow bay of the Baltic. To the right, farther on, we observe the *Stegeborg*, once a royal castle; then, on the left, the residence of *Gottenvik*. The steamer soon reaches the open Baltic.

Steering partly through the monotonous 'skärgård' or island belt, partly in the open sea, we next reach (5 hrs.) *Oxelösund*, the terminus of the Nyköping branch-railway (p. 358), and in 5½-6 hrs. more *Södertelge* (p. 300). To the S. of Södertelge (15 Kil.) lies the château of *Hörningsholm*, on the *Mörkö*. — The steamer next passes through the short *Södertelge Canal* (p. 300), connecting the Baltic with *Lake Mälaren*, on which we steam rapidly to (2-3 hrs.) *Stockholm*, the approach to which is strikingly picturesque. The boat lies to at the Riddarholm.

47. From Nässjö to Stockholm.

350 Kil. Södra Stambana to *Katrineholm;* Vestra Stambana to *Stockholm.* Express in 7¾, fast train in 9 hrs. (fares 29 kr. 75 ö., 21 kr., 14 kr.). Ordinary trains not all through-trains (18 kr. 40, 12 kr. 25 ö.).

Nässjö, see p. 271. — The scenery as far as Boxholm retains the characteristics of Småland. Between Gripenberg and Sommen lies *Holaveden*, a hilly and wooded district separating Småland from Östergötland. The fertile *Plain of Vadstena*, around Skeninge, Vadstena, and Linköping, contains the oldest towns in Sweden, many châteaux, and large factories.

12 Kil. *Solberga;* 18 Kil. *Flisby;* 24 Kil. *Aneby*, on the lake of that name. The train follows the course of the *Svartå*, which forms a series of lakes.

36 Kil. *Frinnaryd*, on *Lake Ralången* (530 ft.), with its 'floating island'. 42 Kil. *Gripenberg*, with the large estate of that name; farther to the S. lies *Traneryd*. 52 Kil. *Tranås;* 64 Kil. *Sommen*, on *Lake Sommen* (480 ft.), on which a steamer plies. — The train crosses the *Svartå*, which here forms several falls, the boundary between Småland and *Östergötland*. Near *Rockebro* we skirt the N. bay of the *Sommen*.

73 Kil. *Boxholm*, with iron-works. 78 Kil. *Strålsnäs*. The train descends. — 89 Kil. *Mjölby* (*Inn, at the station), with large mills.

From Mjölby to Hallsberg, 96 Kil., railway in 4-5½ hrs. (fares 5 kr. 5, 3 kr. 40 ö.). — 9 Kil. *Skeninge* (Stads-Hotel), with 1400 inhab., once an important place. 16 Kil. *Fogelsta*, whence a branch-line diverges to *Hästholmen* and *Ödeshög* (42 Kil., in 3 hrs.; comp. p. 294). — 27 Kil. *Motala*, whence a short branch-line leads to *Motala Verkstad* (p. 295). 41 Kil. *Karlsby;* 48 Kil. *Degerön;* 54 Kil. *Godegård;* 66 Kil. *Mariedam*. From (79 Kil.) *Lerbäck* a branch-line runs in 50 min. to (14 Kil.) *Askersund* (Stadskällaren), a town of 1500 inhab. on Lake Vettern (steamer to Motala, p. 295). 85 Kil. *Åsbro;* 96 Kil. *Hallsberg*, see p. 290.

95 Kil. *Sya;* 99 Kil. *Mantorp*. Near (109 Kil.) *Bankeberg* is the agricultural school of *Haddorp*. Fertile country, dotted with churches.

121 Kil. **Linköping**. — **Hotels.** *Stora Hotel, Stor-Torg; Lindeberg, Kungs-Gatan; Jernvägs-Hotel, Central Hotel, at the station.

Carriages at *Johansen's*. To the locks of Berg and the Vreta Convent (p. 296), 12 Kil.

Steamboat to Söderköping and Stockholm, once a week.

Linköping, the capital of Östergötland, with 13,300 inhab., residence of the 'Landshöfding' and the bishop, lies on the W. bank of the *Stångå*, which flows out of Lake Roxen (p. 296) and is connected with the S. lakes by means of the Kinda Canal (p. 298). In 1598 the Rom. Cath. Sigismund was defeated by the Prot. Duke Charles at the *Stångebro*, and his adherents were afterwards executed at Linköping in 1600 (the 'Linköping Blood Bath'), on the spot now marked by a circle of stones in the *Jerntorg*. A stone on the *Gumpekulla*, by the locks of *Nyqvarn*, a little below the town, commemorates the battle.

The *Domkyrka, begun in 1150 and completed at the end of the 15th cent., is Romanesque in its oldest parts, and Gothic in later parts, while the choir is late-Gothic. In 1870-82 the church was judiciously restored by Zettervall. The great W. tower, 345 ft. high, was not completed till 1886. Next to the cathedral of Upsala, this is the longest church in Sweden (320 ft.). The vaulting is borne by ten handsome pillars on each side. The old *Altar-piece*, by Heemskerk (d. 1574), a Dutch master, purchased by John II. in 1581 for 1200 measures (7500 cubic ft.) of wheat, is now on the S. wall. Its former place is occupied by a colossal figure of Christ, surrounded by Faith, Hope, and Charity, in plaster, designed by *Byström*. Reliefs of the 14th cent. (life of Christ), formerly in the tympanum of the S. portal, are now built into the wall behind the altar. The marble sarcophagus and recumbent figure of Bishop Teserus (d. 1678) are modern. The verger ('Väktmästare') lives near.

Opposite the tower is the *Castle*, built before 1500 and lately restored.

The *Landsförsamlingens-Kyrka*, or Church of the Estates (12th cent.), also known as *St. Larskyrka*, contains pictures by *Hörberg*, a self-taught peasant artist, whose works are often met with in Sweden. The *Library* contains a valuable collection of books, MSS., coins, and antiquities (Tues. and Sat., 11-1; at other times apply to the librarian, Hr. Segersteen, Nyqvarns-Gatan, who owns a good collection of paintings). The old Hospital Church is now the *East Gotland Museum*. — Pleasant walks in the park of the *Trädgårdsförening* (with belvedere), to the S. of the town (entrance in the Drottning-Gatan).

The **Kinda Canal** (steamer five times a week), 80 Kil. in length, completed in 1871, connects Linköping with several higher lying lakes to the S.: *Erlången* (185 ft. above the sea), on the N. bank of which lies the large estate of *Sturefors*; *Rengen* (275 ft.), with the estates of *Säby* and *Brokind*; then *Jernlunden* (280 ft.); lastly *Åsunden* (280 ft.), connected with the last by the *Rimforsström*. The last steamboat-station is *Horn*, on the Åsund. These lakes all form basins of the *Stångå*, and the ascent is effected by fifteen locks. Scenery pleasing the whole way.

Beyond Linköping the train crosses the *Stångå* by a bridge 200 yds. long. Fertile country, with several churches. 132 Kil. *Linghem*; 139 Kil. *Gistad*. We cross the *Göta Canal* (p. 288) by a curious swing-bridge (pleasant view of Lake Roxen).

145 Kil. **Norsholm** *(Hôtel Göta)*, junction of two branch-railways, and also a station of the canal-steamers (see p. 295).

From Norsholm to Vestervik, 118 Kil., railway in 5 hrs. (fares 8 kr. 85, 5 kr. 45 ö.). Stations of little interest.

42 Kil. **Åtvidaberg** *(Hotel)*, with a modern church and *Copper Mines*, a visit to which takes one day. The mines are entered by a small steam car called a 'Hund'. The *Mormorsgrufva* ('grandmother's mine'), to the W. of Åtvidaberg, is 1365 ft. deep. The most important mine is at *Bersbo* (1250 ft. deep), to the N. of Åtvidaberg.

We next traverse the pretty district of *Tjust*. 51 Kil. *Forsaström*; 58 Kil. *Falerum* (fine view from the station); 67 Kil. *Nelhammar*; 71 Kil.

Storsjö (fine view of the lake of that name); 82 Kil. *Öfverum*, with the foundry of an English company.

118 Kil. **Vestervik** *(Stadshus;* Brit. vice-consul, *Mr. J. C. Tenger)*, an old town with 6600 inhab., at the entrance to the *Gamlebyvik*, with large shipbuilding yards, was repeatedly destroyed during the wars between the Danes and Swedes. Near the town is the ruined castle of *Stäkeholm.* — Vestervik is about 60 Engl. M. from Wisby on the island of Gotland (steamer).

From Vestervik viâ *Ankarsrum* to *Hultsfred* (70 Kil.), see p. 273.

From Norsholm to Pålsboda, 85 Kil., narrow-gauge railway in 4-4½ hrs. (fares 6 kr., 4 kr.). Intermediate stations unimportant. The train skirts the W. bank of *Lake Glan* to (27 Kil.) *Finspong*, with a cannon-foundry and a large château and park. — 79 Kil. *Svennevad*, at the W. end of *Lake Sottern.* — *Pålsboda*, see p. 290.

The Stambana and the Pålsboda railway run side by side along the E. bank of the Motalaström to (149 Kil.) *Kimstad.* The former then bends to the N.E. and at (154 Kil.) *Okna* reaches *Lake Glan* (70 ft.), which it skirts to (159 Kil.) *Eksund.* Here it crosses the *Motalaström*, the outlet of Lake Vettern (p. 293). 162 Kil. *Fiskeby.*

168 Kil. **Norrköping.** — **Hotels.** Stora Hotel, Grand Hôtel, both in Karl Johans-Torg, with cafés; Central Hotel, near the rail. station, also with café, R. & L. from 1½, B. 1, D. 1½-2 kr.; Bellevue, Skeppsbron; Hôtel du Nord.

Pleasure Resort, *Strömsholmen*, with restaurant (frequent concerts).

British Vice-Consul, *Mr. G. F. A. Enhörning.*

Norrköping, a busy trading and manufacturing town with 37,000 inhab., owes its importance to its situation at the head of the long *Bråvik*, into which falls the *Motalaström*, and to the water-power afforded by the river, which flows through the whole town and drives numerous factories (cloth, yarn, cotton, etc.). Though of ancient origin, the town has a wholly modern appearance owing to the numerous conflagrations by which it has been visited.

Near the station, in the N. part of the town, lies the Karl-Johans-Torg, where the post-office, the town-hall, and the theatre are situated. It is adorned with a *Statue of Charles XIV. John* (Bernadotte), by *Schwanthaler*, erected in 1846. On a height to the W. rises the *Church of St. Matthew*, finished in 1892 and affording a view of Kolmården (p. 300).

Adjoining the Karl-Johans-Torg is the *Oskar-Fredriksbro*, crossing the Motalaström in three arches; below it is the Ström-Parterre. An interesting walk may be taken along the upper part of the river, where the water dashes over rocks, turns a number of wheels, dives into factory buildings, and emerges again as lively as ever. Between the stone *Bergsbro*, constructed in 1774, and the *Jernbro*, or iron bridge, of 1832, are the *Bruksholm* and the *Laxholm*, islands also connected with the town by bridges.

The *Arbetare-Föreningens-Hus*, containing a large hall and a museum; the *Högre Allmänna Läroverkets-Hus* (grammar school), on a hill to the S.W. of the town; and the *St. Olaikyrka* or *Stadskyrka* may also be mentioned.

The STEAMBOAT to Stockholm will be preferred by many to the train. The vessels (daily) usually ply at night, affording a beautiful view of Lake Mälaren on arriving. In the reverse direction this route is recommended to travellers intending to take the Göta Canal route from Norsholm to Lake Vettern (p. 295).

From Norrköping to *Wisby*, see p. 349.

Beyond Norrköping and (176 Kil.) *Åby* the train traverses a wooded plateau called *Kolmården*, the once robber-infested frontier-region between Södermanland and Östergötland. Its length from E. to W. is about 60 M., its breadth from N. to S. 25 M.; the highest point (555 ft.) lies to the W. of Åby. The train passes through a tunnel and then ascends gradually to (179 Kil.) *Grafversfors*. Farther on it crosses the bays of *Lake Näcken* by means of embankments. Another tunnel. 191 Kil. *Simonstorp* (inn). On the right lies the lake of *Fläten* (200 ft.). 205 Kil. *Strångsjö*. Scenery uninteresting.

216 Kil. **Katrineholm** (*Jernvägs-Hotel*, with restaurant), junction of the Södra and the Vestra Stambana (p. 290). Near it are the estates of *Stora Djulö* and *Klästorp*, with marble-polishing works, specimens from which are exhibited at Katrineholm.

The train next traverses the picturesque *Södermanland*, with its great forests and its numerous lakes, which have given rise to the saying that 'when the Creator separated the dry land from the water, he overlooked Södermanland'. 226 Kil. *Valla*. We pass many châteaux of the Swedish aristocracy. 239 Kil. *Flen*, near the château of *Stenhammar* famed in song, on *Lake Valdemaren* (or *Vammeln*), junction for Eskilstuna and Nyköping, see p. 358. — 254 Kil. *Sparreholm*, with the estate of that name, a favourite resort of the Stockholmers. 266 Kil. *Stjernhof;* 275 Kil. *Björnlunda*. The scenery beyond this point is particularly fine. From (284 Kil.) *Gnesta* (*Rail. Restaurant) an excursion may be taken to the château of *Tullgarn*, the summer-residence of the crown-prince of Sweden, and to *Trosa*, a small town on the Baltic, whence a steamer plies to Södertelge and Stockholm. Beyond Gnesta we pass the picturesque *Frustunasjö* and *Lake Sillen*. 291 Kil. *Mölnbo;* 302 Kil. *Jerna*.

314 Kil. *Saltskog*, from which a short branch-line runs to (1 Kil.) the town of **Södertelge** *(Stads-Hotel)*, finely situated at the S. end of a bay of *Lake Mälaren*, with 4900 inhab., an old church, a hydropathic, and many villas of wealthy Stockholmers. Steamer to Stockholm several times daily.

From Saltskog a branch-railway runs to the W., on the S. side of Lake Mälaren, to (88 Kil.; 3¼ hrs.) **Eskilstuna** (fares 4 kr. 95, 3 kr. 40 ø.; from Stockholm in 4½ hrs., fares 6 kr. 90, 4 kr. 60 ö.). Intermediate stations: 35 Kil. *Läggesta*, the junction of a branch to (4 Kil.) *Mariefred-Gripsholm* (p. 340); 40 Kil. *Åkers Styckebruk* (large gun-foundry), whence a line runs to (15 Kil.) *Strengnäs* (p. 342). — *Eskilstuna*, see p. 357.

The train crosses the *Södertelge Canal* by a handsome swing bridge. This canal connects the Mälar Lake with the *Järnafjärd*, a bay of the Baltic, thus saving vessels a long round. — 327 Kil. *Tumba*, with the large paper-manufactory of the Bank of Sweden.

336 Kil. *Huddinge;* 342 Kil. *Elfsjö*, beyond which is a tunnel; 346 Kil. *Liljeholmen*, with the railway-workshops and many factories.

The train crosses the *Årstavik* by means of an embankment (300 yds.); to the left is the Mälar, with the *Reimersholm* and *Långholm;* to the right is the sugar-manufactory of *Tanto*. We then pass under Södermalm, through a tunnel 458 yds. long, to the bank of the Mälar. The train crosses a bay of the lake, and the island on which the city lies, by a bridge (p. 309), and enters the handsome *Central Station* of *Stockholm* (p. 303; 350 Kil. from Nässjö, 616 Kil. from Malmö, 458 Kil. from Gotenburg).

48. From *(Christiania and)* Charlottenberg to Laxå *(and Stockholm)*.

RAILWAY from Christiania to Stockholm, 575 Kil., or 357 Engl. M. (by Norwegian railway to Charlottenberg, by Swedish railway thence to Stockholm); two through-trains daily in 17½ and 27 hrs. respectively (fares 43 kr. 5, 33 kr. 50, 22 kr. 40 ö.). A place in a sleeping-carriage ('sofvagn') costs 5 kr. (1st class) or 3 kr. (2nd class) extra.

The railway from Charlottenberg to Laxå *(Nordvestra Stambana)* traverses the **Vermland**, a province where lakes and forests abound, and rich in iron and other ores. This region has recently been opened up by a network of railways and canals. The Vermland is famous as the birthplace of *Tegnér* and *Geijer*, and its praises have been sung by *Fryxell* in his beautiful *Vermlandsvisa*. The traveller who wishes to see some of its attractions should make an excursion from *Kil* to *Frykstad* and the *Fryken Lakes* (see p. 302). Another digression may be made from Christinehamn to *Filipstad* (p. 359).

From Christiania to (143 Kil.) *Charlottenberg*, see R. 12.

At **Charlottenberg** *(*Rail. Restaurant*, D. 1½ kr.; *Bertha Lyden's Jernvägs-Hotel)*, the first Swedish station, passengers to or from Stockholm change carriages. Luggage entering Sweden undergoes a custom-house examination here; in the reverse direction it is examined at Christiania. It seems odd that these two little kingdoms, united under one sovereign, should have different customs tariffs, and the examination is now carried on with considerable stringency.

Beyond Charlottenberg the train passes the *By-Sjö* (270 ft.) on the right, and stops at (14 Kil.) *Åmot* on the *Flagan-Sjö*. Extensive view. Pretty scenery. 25 Kil. *Ottebol*.

34 Kil. **Arvika** *(Hôtel Arvika; Sandberg; *Rail. Restaurant)*, with 2500 inhab., is prettily situated on the *Glafsfjord*, here called the *Elgåfjord*, which is connected with Lake Venern by the *Seffle Canal*. (Steamer to Venersborg once weekly; also several others.) This long stretch of water fills the ancient bed of the Glommen, which once fell into Lake Venern, but now turns to the W. at Kongsvinger (comp. p. 77). During the melting of the snow part of the water of the Glommen still finds its way into its old channel. In the vicinity is *Arvika Helsobrunn* ('health spring').

Beyond (49 Kil.) *Edane* we cross the large and picturesque

Vermelen-Sjö (180 ft.) by a viaduct, 710 yds. long, and pass through a tunnel of 900 yds. Impressive forest-scenery. 56 Kil. *Brunsberg;* 66 Kil. *Boda;* 77 Kil. *Fagerås.* The train crosses the *Nors-Elf*, the discharge of the Fryken Lakes, by an iron bridge 198 yds. long and 63 ft. high, resting on iron pillars and massive granite foundations, securely laid in soft alluvial soil. Beyond the bridge the train reaches —

82 Kil. **Kil** (352 ft.; *Jernvägs-Hotel*), junction of the Gotenburg and Falun railway (R. 55), and of a short branch-line to *Fryksta* (9 min.), at the S. end of the *Nedre Fryken Lake* (195 ft.).

From Fryksta or Frykstad a pleasant excursion may be taken to the three ***Fryken Lakes** *(Nedre, Mellan,* and *Öfvre Fryken).* Steamboat every week-day, in connection with the train from Kil, to *Torsby-Bruk*, at the N. end of the highest of the lakes, in 5 hrs., returning next day. — The *Fryksdal*, a valley 80-90 Kil. long, is highly spoken of, but the voyage to Torsby and back is rather fatiguing. It is preferable to land at *Rottneros Bruk* between the central and the upper lake, visit the *Fall of the Rottna-Elf*, and go to *Sunne* (hotel), another pretty place, where *Anders Fryxell* (d. 1881 at Stockholm), the author of an important history of Sweden and of the poem 'Vermlandsvisa', was once pastor. — Many large iron-works, some of which belong to the *Edsvalla Bruks Bolag.* — The *Öfvre* or *Norra Fryken* is grander than the lower lakes.

95 Kil. *Skåre.* Then —

102 Kil. **Karlstad** *(Stads-Hotel*, R. from 1½ kr.; *Hôtel Kung Karl; Hôtel Kristiania; Rail. Restaurant)*, the capital of Vermland, a busy town of 10,500 inhab., entirely rebuilt after a fire in July, 1865, is picturesquely situated on the *Tingvallaö*, at the influx into Lake Venern of the *Klar-Elf*, which descends from the Norwegian Mts. Broad streets, planted with trees; handsome buildings and pleasant promenades. Steamboats to Venersborg and Lidköping (p. 286), etc.

The train now skirts the N. bank of the vast *Lake Venern* (p. 286), of which, however, little is seen, and passes over six long bridges and several embankments, which proved very costly. 113 Kil. *Skattkärr;* 125 Kil. *Väse;* 134 Kil. *Ölme.*

142 Kil. (88 M.) **Christinehamn** *(Stora Hotel; Jernvägs-Hotel)*, a busy trading town, with 6300 inhab., lies on both banks of the *Svartå*, at the influx of that river into the *Varnumsvik*, a bay of Lake Venern. Steamers to Venersborg and Lidköping (p. 286), and several others. Railway to Mora, see p. 363.

Beyond (154 Kil.) *Björneborg* the railway skirts *Lake Vismen.* 165 Kil. *Karlskoga*, whence a mineral-line runs N. to *Kortfors* (with a branch to Grytthyttehed, p. 359), *Nora*, and *Ervalla* (p. 356), and S. (from Karlskoga) to *Gullspång* and *Otterbäcken* on Lake Venern. 168 Kil. *Degerfors*, on *Lake Möckeln* (295 ft.), from which another branch-line runs N. to *Vikersvik* and *Striberg.* Between these lines lies (180 Kil.) *Svartå;* 191 Kil. *Hasselfors.*

The train now passes the mineral baths of *Porla Helsobrunn* on the left and reaches (203 Kil.) *Laxå* (p. 290). From Laxå to *Stockholm*, see pp. 290 and 300, 301.

49. Stockholm.

Arrival. Travellers arriving at Stockholm by railway (except the few who travel by the Stockholm, Rimbo, and Norrtelje line, or the Stockholm and Djursholm line, p. 337) alight at the CENTRAL STATION (*Central Bangården*; Pl. C, 5, 6), situated in the N. quarter, about 7 minutes' walk from the Norrbro (p. 309). *Omnibuses* from the principal hotels meet each train (fare 3/4-1 kr.). *Cab* with one horse for 1-2 pers. 1 kr. 25 ö., 3-4 pers. 1 kr. 50 ö.; each trunk 20 ö., for three or more 50 ö. (at night, 11-6 o'clock, one fare and a half). *Porter* ('stadsbud'), for each package to or from cab or omnibus 10 ö.; to one of the hotels 25-30 ö. An *Interpreter*, recognisable by his official cap, meets the trains and gives information to strangers (no fee). — Those who arrive by the lake-route from Gotenburg, or by a coasting steamer from the S., land at the RIDDARHOLM QUAY (Pl. D, 5), on the W. side of the Riddarholm; the usual landing-place for travellers from the N. or E. is the SKEPPSBRO (Pl. E, F, 4, 5) or BLASIEHOLMS-HAMN (Pl. E, F, 4). Cab-fare as above; no hotel-omnibuses on the quays. For the steamers 'norrrut', 'söderrut', 'österrut', 'vesterrut', etc., see the 'Sveriges Kommunikationer'.

Hotels (English spoken at all first-class and many second-class hotels). *GRAND HÔTEL (Pl. *gh*; E, F, 5), Blasieholms-Hamnen, with a fine view of the Palace and the busy quays and harbour (table-d'hôte 4 kr.); *HÔTEL RYDBERG (Pl. *r*; D, E, 6), Gustaf-Adolfs-Torget, facing the Norrbro; both comfortable and well-managed houses; charges (rather higher at the former): R. from 2 or 3 kr., A. 35-50, L. 70 ö., B. 1-2 1/2 kr., D. (3-7 p.m.) 3-4 kr.; all meals paid for as received. — HÔTEL CONTINENTAL (Pl. *c*; C, 5), Vasa-Gatan 22, opposite the central station, with good restaurant, R., L., & A. from 2 1/2, B. 1, déj. 2, D. 2-3, pens. 10 kr.; BELFRAGE (Pl. *b*; D, 6), Vasa-Gatan 8, R., L., & A. from 2, B. 3/4, pens. 5-6 kr.; KUNG KARL (Pl. *k*; D, 5), at the S. end of Brunkebergs-Torget, not far from the Norrbro, R. from 1 1/2 kr., L. 25, A. 35, B. 50 ö.; KUNG KARLS ANNEX (Pl. *ka*; D, 5), Regérings-Gatan 13, R. from 1 1/2 kr.; HÔTEL GERMANIA, Gustaf-Adolfs-Torg 10; TURIST-HOTEL (Pl. *t*; D, 5), Klara Östra Kyrko-Gatan 5, quiet; HÔTEL DE SUÈDE (Pl. *s*; D, 5), Drottning-Gatan 43, a good hôtel garni; HÔT. DROTT, Drottning-Gatan 35. — In the Norra Smedje-Gatan (Pl. D, 5), at the back of the Rydberg, quiet, but central: HÔTELS GUSTAF VASA, DE FRANCE, STETTIN, VICTORIA, and SKANDINAVIA (Nos. 4, 10, 12, 14, 16), all unpretending, but tolerable. — In the Staden or old town (p. 309): ÖSTERGÖTLAND (Pl. *ö*; E, 6), Salviigränd 3, near the Mynt-Torg (Pl. E, 6), with restaurant, well spoken of; HÔT. FRANKFURT, Skeppsbron 16. — **Private Hotels** (without restaurants): BELLEVUE (Pl. *b*; E, 5), Gustaf-Adolfs-Torg 12, R. from 2 kr., L. & A. 25, B. or S. 75 ö.-2 kr.; ROSENBAD (Pl. *ro*; D, 6), Akademiegränd 6, near the Rödbod-Torg (Pl. D, 6). — **Pensions**: PENS. CONTINENTALE, Birger-Jarls-Gatan 7 (Pl. E, 4); FRÖKEN ANDERSSON, Vasa-Gatan 1 (3rd floor); MME. C. HÜTTLING, Carlaplan 8.

Restaurants (déjeûner 9-12, dinner 2-7, S. after 8 o'cl.). **Grand Hôtel* and **Rydberg* (see above), both with elegant cafés; **Opera-Källaren*, in the E. wing of the Opera House (Pl. 40); *Café Riche*, Birger-Jarls-Gatan 4, near the Berzelii Park; *Phœnix*, Drottning-Gatan 71 C. adjoining the Northern Museum (p. 317); **Restaurant du Nord*, Kungs-Trädgårds-Gatan, by the Dramatiska Teater, with café; **Hamburger Börs*, Jakobs-Gatan 6 (Pl. E, 5), near the Jakobskyrka; *Hotel Östergötland* (see above), noted for its Swedish cuisine; *Restaurant du Sud*, Maria-Hissen (p. 333); *Bern's Salonger* (table d'hôte with music in summer, 1 3/4 kr.), much frequented (see p. 316); *Blanch's Café* (p. 304), D. 2 1/2 kr.; *Strömsborg*, see p. 315; *Pelikan Källaren*, Brunnsbacken 4, opposite the Katarina-Hissen (p. 332). — *In the Djurgård* (p. 334): **Hasselbacken* (music in the afternoon; D. 3 kr.), with garden where visitors may dine in the open air. — There are also good restaurants at the *Saltsjöbaden* (p. 338) and at *Djursholm* (p. 338). — All restaurants are closed on Sun., 11-1.

At these restaurants the charges vary greatly. Breakfast or supper usually costs 1 1/2-2 kr., and dinner 2 kr. or more. For the '*Bränvinsbord*'

or '*Smörgåsbord*' (side-table with bread-and-butter, salt meats, fish, and relishes, with 'brännvin' and liqueurs 'ad libitum'), which Swedish gentlemen and even ladies freely patronise before sitting down to table, an additional charge of 30-50 ö. is made. '*Sexor*' are half-portions of meat, etc., ordered by those who want a slight supper only. The waiters *(Vaktmästare)* expect a fee of 10 ö. or upwards from each person. Comp. p. xxvi.

Beer. **Himmelsleiter*, Jakobs-Gatan 18; **Anton*, Jakobs-Gatan 19; *Löwenbräu*, Sture-Gatan 3; *Café du Bazar*, at the Norrbro, above the Strömparterre (Pl. E, 6); *Franziskaner*, Skeppsbron (Pl. F, 6).

Cafés *(Schweitzerier)* at most of the hotels and restaurants. Among the others: **Opera Café*, Karl den Tolftes Torg, in the E. wing of the Opera House, with fine view-terrace (p. 315; wraps provided on cool evenings!); *Café Anglais*, Stureplan (Pl. E, 4), with many French and other newspapers; *Blanch's Café* (Pl. 19; E, 5), in the Kungsträdgård (music in the evening); *Café Victoria*, in the Kungsträdgård; **Bern's Salonger*, by the Berzelii Park (p. 316; music in the evening); *Strömparterre*, see p. 309 (music in the evening). The society at the evening-concerts is often rather mixed.

At most of the restaurants and cafés visitors deposit their hats, overcoats, and umbrellas in a room provided for the purpose. The attendants (fee 10 ö.) are wonderfully quick in recognising visitors and in restoring their belongings.

Confectioners *(Conditorier*, generally with *Dam-Café*, or ladies' café). *Landelius*, Storkyrkobrinken 9; *Berg*, Regérings-Gatan 14 and Sture-Gatan 12; *Thörnblad*, Stureplan 2.

Cabs. Drive, 1-2 pers. 1 kr.; 3-4 pers. 1 kr. 25 ö. (25 ö. more in each case for a drive from the rail. station); for one hour 1 kr. 25 or 1 kr. 50 ö., for each 1/2 hr. more 60 or 75 ö.; at night, 11-6, a fare and a half; small parcels free; trunk 20 ö., for more than two 50 ö. — For a drive to the Djurgård and other places in the environs 2-2 1/2 kr. for the first hour, and 1-1 1/4 kr. for each additional 1/2 hr. — *Cab Stands* near the Post Office, in the Brunkehergs-Torg, on the Skeppsbro, in the Stor-Torg, etc.

Tramways *(Spårvägar)*. In the smaller cars passengers deposit their fares in a box. The drivers will change sums not exceeding 1 kr. at the small window marked 'Vexling'. The name-boards and lamps of the Ring Line cars are green, on other lines red. The cars run every 5-10 minutes. The fare is almost uniformly 10 ö., including transfer from the Ring Line to any one of the others, for which we demand an 'öfvergangspollett' on paying.

1. Ring Line. From *Slussen* (Pl. E, F, 8) by the *Skeppsbro* to the *Norrbro* (Pl. E, 6), then (to the right) by *Karl den Tolftes Torg*, *Norrmalms-Torg* (Pl. E, 4, 5; change carriages for the Djurgård), and *Birger-Jarls-Gatan* to the *Humlegård* (Pl. E, 3; whence a branch diverges to the right through the Sture-Gatan to the Carlaväg, Pl. F, G, 3), then to the left to *Roslags-Torg* (Pl. D, 3), past the *Adolf-Fredriks-Kyrka* (Pl. C, 3, 4), through the *Vasa-Gatan*, and across the *Vasabro* back to *Slussen*.

2. Djurgården Line, connected with the Ring Line, every 10 min. from *Norrmalms-Torg* (Pl. E, 4, 5) to the *Djurgård* (terminus opposite Hasselbacken in the *Allmänna-Gränd;* Pl. H, I, 7, 6).

3. Östermalm Line. Fom the *Stureplan* (Pl. E, 4) through the Sture-Gatan and Carlaväg to the *Carlaplan* (Pl. G, 3).

4. The Kyrkogård Line runs from the *Tegnérs-Gatan* (Pl. C, 3) through the Stora Badstuga-Gatan and Nortulls-Gatan (Pl. A, B, 1, 2); and then (every 1/4 hr.; 5 ö. extra) to the entrance of the park of *Haga* (p. 337) and the *Nya Kyrkogården* (p. 337).

5. Vasa Line. From the *Norra Bantorg* (Pl. B, 4) through the Tors-Gatan and Oden-Gatan (Pl. A, 3) to the Norrtulls-Gatan (see above).

6. The Kungsholm Lines run to the W. from the *Gustaf-Adolfs-Torg* (Pl. E-A, 6) to the *Pil-Gatan;* and from *Kungs-Gatan* to *St. Eriks-Gatan* (comp. Pl. B, A, 5).

Geograph. Anstalt von

Wagner & Debes, Leipzig.

Key to the Plan of Stockholm.

Akademier (Academies):

1. Akad. för de fria konsterna (Academy of Arts) . . . . D, 6
2. Landtbruks Akademi (Agricultural Academy) . . . . D, 5
3. Musikaliska Akademi (Academy of Music) . . . . . F, 5
5. Archives (Riks-Arkivet) . . D, 7
6. Badinrättningar (Baths) B, 3; D, 6; F, 6
   Banegårdar (Railway-Stations) . . . C, 5, 6; D, 1; E, 9

Banker (Banks):

7. Riksbanken (National Bank) F, 7
8. Skandinaviska Kredit-Aktiebolag (Scandinavian Joint Stock Bank) . . . . . E, 7
9. Stockholms Enskilda Banken (Private Bank) . . . . E, 7
4. Stockholms Intecknings Garanti Aktiebolag . . . . . D, 6
10. Barnbördshuset (Lying-in Hospital) . .B, 3; A, 6; D, 10
    Bergsskolan (Mining School), Drottning-Gatan . . . . . B, 3
    Biblioteket, Riks- (National Library) . . . . . E, 3

Bildstoder (Monuments):

Berzelius (Berzelii Park) . E, 5
Birger Jarl . . . . . D, 7
Charles XII. . . . . E, 5
Charles XIII. . . . . E, 5
Charles XIV. John . . . . E, 8
Ericsson . . . . . C, 6
Gustavus Adolphus . . . . E, 6
Gustavus III. . . . . E, F, 6
Gustavus Vasa . . . . . D, 7
Linnæus . . . . . E, 3
Oxenstjerna (in the Riddarhus) D, 7
Scheele . . . . . E, 3

11. Biologiska Museum . . . . I, 6
12. Börsen (Exchange). . . . . E, 7
13. Northern Museum . . . . C, 4
14. Flottans Förrådshns (Marine Arsenal) . . . . . G, 7
15. Frímurarelogen (Freemasons' Lodge) . . . . . F, 5
16. Wallinska Skolan (Grammar School) . . . . . D, 7
17. Gymnastiska Institutet . . D, 5
    Hasselbacken . . . . . I, 6
18. Hofrätt, Kongl. Svea (Court of Appeal) . . . . . D, 7
19. Konstföreningen (Art Union) E, 5

Kyrkor (Churches):

Adolf Fredriks kyrkan . C, 3, 4
20. Blasieholms kyrkan . . . . F, 5
21. Engelska kyrkan (English Church) . . . . . B, 4
22. Finska kyrkan (Finnish Church) . . . . . E, 7
    Gustaf Adolfs kyrkan . H, 1, 3
    Hedvig Eleonora kyrkan . F, 4
23. Jakobs kyrkan . . . . . E, 5
    Johannis kyrkan. . . . . D, 3
    Karl Johans kyrkan . . . . G, 6
    Katarina kyrkan . . . . . F, 9
24. Katolska kyrkan (Rom. Cath. Church) . . . D, 5; C, 1
    Klara kyrkan . . . . . D, 5
    Maria kyrkan . . . . . E, 8, 9
25. Riddarholms kyrkan . . . D, 7
    Ryska kyrkan (Russian Ch.) D, 1
    Samuelskapellet . . . . . E, 2
27. Storkyrkan . . . . . E, 7
28. Tyska kyrkan (German Church) . . . . . E, 7
    Ulrika Eleonoras kyrkan (Kungsholms kyrka) . . . B, 6
29. Mosebacken . . . . . F, 8
    Myntet, Kongl. (Royal Mint) B, 6
    National Museum . . . . . F, 6
    Norrtull. . . . . A, 1
    Observatory . . . . . B, 3
30. Öfverståthållarehuset (Governor's House) . . . E, 6, 7
31. Palats, Arfprinsens . . . . D, 6
32. Poliskammaren (Police Office) . . . . . D, 6
33. Posthuset (Post Office) . . D, 6
34. Rådhuset (Town Hall). . D, 6, 7
35. Riddarhuset. . . . . D, 7
36. Riksdagshuset (House of Parliament) . . . . . D, 7
37. Sällskapet (a club) . . . . E, 5
    Serafimer Lasarettet (Hospital) . . . . . B, C, 6
    Skansen . . . . . I, 5, 6
38. Slöjdskolan (Industrial School) . . . . . D, 5
    Slottet, Kongl. (Royal Palace) E, 6
39. Synagogan (Synagogue) . . E, 5

Teatrar (Theatres):

40. Kongl. Operahuset. . . . E, 5, 6
41. - Dramatiska Teatern E, 5
42. Nya Teatern . . . . . F, 5
    Djurgårds Teatern . . . I, 5, 6
45. Södra Teatern . . . . . F, 8
    Tekniska Skolan, see Slöjdskolan . . . . . .
46. Tekniska Högskolan. . . . B, 3
47. Telegrafen . . . . . E, F, 6
    Vanadislunden . . . . . B, 1
    Vetenskaps Akademi (Academy of Science) . . . C, 3, 4

7. The Södermalm Steam Tramway, starting from the *Monument of Charles XIV. John* (Pl. E, 8), ascends the *Horns-Gatan* (Pl. D-B, 9), corresponding with the horse-tramway at the *Ragvalds-Gatan* (Pl. E, 8), to the *Ersta-Gatan* (Pl. H, 9; fare 10 ö.).

Omnibus from the Riddarhus-Torg (Pl. D, 7) by the Norrbro, the Gustav-Adolfs-Torg, and the *Drottning-Gatan* (Pl. D, C, B, 5, 4, 3), passing the Northern Museum (p. 317) and the Observatory (Pl. B, 3), to Vasastaden (every 5 min.; 10 ö.).

Electric Railway to *Djursholm*, see p. 337. Another line is to run from the Nybrohamn (Pl. F, 5) by the Birger-Jarls-Gatan to the Sture-Gatan, whence one branch will run viâ Valhallavägen, Värtavägen, and Lindingsöbron to Djursholm, and another viâ Valhallavägen to the Östra Station (Pl. D, 1).

Steamboats. The steamboats which ply from Stockholm in every direction are so numerous, and the maze of islands and waterways around the city so complicated, that the traveller is apt at first to be bewildered. Before making any excursion, he should consult the latest number of 'Sveriges Kommunikationer', and also the map of the environs, and be careful to ascertain the starting-point of the vessel. For the larger sea-going vessels the principal quays are Skeppsbron, on the E. side of Staden (Pl. F, 6), and Blasieholms-Hamnen (Pl. F, 5), adjoining the Grand Hôtel and the Museum. For the smaller sea-going and coasting steamers the starting-point is the Riddarholm Quay (Pl. D, 7), on the W. side of that island, which lies to the W. of Staden, whence most of the Mälar steamers and those bound for Gotenburg by the canal-route also start. A number of the smaller lake-steamers again have their usual berths on the Munkbro and the Kött-Torg, on the W. and S.W. sides of Staden (Pl. D, E, 7). Note, however, that steamers often go to the same destination from different quays; thus, to *Gefle* (p. 366) both from Skeppsbron and from Karl XII.'s Torg; to *Wisby* (p. 351) from Riddarholmen and from Blasieholms-Hamnen and Klintehamn; to *Kalmar* (p. 272) from Riddarholmen and from Blasieholms-Hamnen.

Steam Launches *(Ångslupar).* Communication between different parts of the city and the environs is maintained by numerous steam-launches, which cross Lake Mälaren and the Saltsjö (p. 333) in all directions at intervals of 3-15 minutes. Fares 3 to 15 ö., according to distance. The various lines are shown on the Plan. Those plying to the *Djurgård* (p. 334; landing-place at the *Allmänna-Gränd*, Pl. H, I, 6, 7) are as follows: —

1. From the *Strömparterre* (Pl. E, 6) every 1/2 hr. in the morning, every 1/4 hr. in the afternoon; fare 10 ö.
2. From *Karl XII.'s Torg* (Pl. E, 5, 6), same times and fare.
3. From the *Räntmästaretrappa* (Pl. F, 7, 8) every 1/4 hr.; fare 5 ö.
4. From the *Nybrohamn* (Pl. 5) every 1/4 hr.; fare 5 ö.
5. From *Skeppsholmen* (Pl. G, 6) every 10 min.; fare 3 ö.

Several of the steamboat-routes to the most interesting points in the Environs of Stockholm are mentioned in R. 50. See also the second part of *Sveriges Kommunikationer* (under the heading '*Stockholms Omgifningar*', with sub-headings '*Mälaren*' and '*Saltsjön*').

Post Office (Pl. 33; D, 6), Rödbo-Torget, open 8 a.m. to 9 p.m.; Sundays 8-11 and 1-6 o'clock. — **Telegraph Office** (Pl. 47; E, F, 6), Skeppsbron 2, always open. — Also several branch-offices.

Banks. *Sveriges Riksbank* (Pl. 7; F, 7), Jerntorg 55; *Skandinaviska Kredit-Aktiebolag* (Pl. 8; E, 7), Storkyrkobrinken 7; *Stockholms Enskilda Bank* (Pl. 9; E, 7), Lilla Ny-Gatan 27.

British Minister, *Sir Francis J. Pakenham, K. C. M. G.* — **American,** *Hon. William W. Thomas.* — **Consuls.** American, *Mr. Edward D. Winslow;* vice-consul, *Mr. Axel Georgii.* British, *Mr. Marmaduke Strickland Constable;* vice-consul, *Mr. Carl Bolinder.*

Swedish Tourists' Union *(Svenska Turistförening)*, Freds-Gatan 28 (1st floor), near the post-office (office-hours 10-4; gratis information given on travelling matters). — *F. Beyer's Norwegian Tourist Office* (p. xiv) has its agency at Fritze's Book Shop (p. 307).

Booksellers: *Samson & Wallin*, Drottning-Gatan 7; *Fritze*, Gustaf-Adolfs-Torg 18; *Wilh. Bille*, Drottning-Gatan 25; *Looström & Co.*, Norrbro and in the Grand Hôtel; *Nordin & Josephson*, Drottning-Gatan 37. — **Photographs:** *Axel Lindahl*, Ridare-Gatan 41 (dark chamber for the use of tourists); also at the bookshops. — **Photographers:** *Gösta Flörmann*, Regérings-Gatan 28a; *Dahllöf*, Drottning-Gatan 47.

Shops. Antiquities: *Frigga-Magasinet*, Hamar-Gatan 16; *A. Matsson*, Berídarebansgatan 7. — Fishing-gear: *Leidesdorffska Manufactory*, Stora Ny-Gatan 12; *Hedvall*, Malmtorgs-Gatan 3. — Furs: *P. N. Bergström*, Storkyrkobrinken 4 and Freds-Gatan 18; *Blomberg*, Drottning-Gatan 10. — Jewellers: *Anderson*, Jacobs-Torg 1; *Hallberg*, Regérings-Gatan 9; *Möllenborg*, Drottning-Gatan 14. — Gloves: *Alb. Schmidt*, Arsenals-Gatan 8; *C. Malmberg*, Drottning-Gatan 17; *J. P. Möller*, Freds-Gatan 21. — Men's Mercers: *John Sörmon*, Regérings-Gatan 4; *C. Bergström*, Gustav-Adolfs-Torg. — Miscellaneous Articles: *Jos. Leja*, Regérings-Gatan 5. — Porcelain: Depot of the *Rörstrand Factory*, Drottning-Gatan 33; Depot of the *Gustafsberg Factory*, Östra Trädgårds-Gatan 2a, adjoining Karl XII.'s Torget. — Swedish fancy-work: *Bikupan*, Klara-Bergs-Gatan 23. — Swedish iron and steel wares from *Eskilstuna* at the depots Malmtorgs-Gatan 1 and Bibliotheks-Gatan 6, and at *G. R. Feychting's*, Drottning-Gatan 46. — The Swedish Magazine of Industrial Art (*Svenska Konstslöjd-Utställningen*), Kungsträdgårds-Gatan 2A, and the Exhibition of Friends of Handicrafts (*Handarbetetsvänner*; week days, 10-4), Brunkebergs-Torg 18, may also be mentioned.

Baths. Stureplan 4 (Pl. E, 4; admirably equipped) and Jakobs-Gatan 16 (Turkish, etc.; Pl. 6, D, 6); Badstu-Gatan 4 (Pl. E, 8). *Swimming Bath* to the W. of the railway-bridge at Strömsborg (Pl. D, 6); *Ladies' Baths* (Pl. 6; F, 6), at the S.E. end of the Skeppsholms-Bro. — *Saltsjöbad*, see p. 338.

Theatres. *Kongl. Opera* (p. 315), Gustaf-Adolfs-Torg. — *Kongl. Dramatiska Teatern* (Pl. 41; E, 5), Kungsträdgårds-Gatan 6, stalls 2³/₄-3 kr. — *Nya Teatern* (Pl. 42; F, 5), Blasieholmshamn. — *Vasa Teatern*, Vasa-Gatan 44, etc. — In the DJURGÅRD (p. 334) are the *Djurgård Theatre*, the *Arena Theatre*, and other places of amusement (p. 336; Pl. I, 5, 6), open in summer only. — In Södermalm (p. 332): *Södra Teatern*, Mosebacke-Torg, with summer theatre. — *Svenska Panoptikon*, Kungsträdgårds-Gatan 18 (daily, 10-9; 1 kr.).

Music in the afternoon and evening at *Hasselbacken* (p. 334), at the *Tivoli* (p. 334), at the *Strömparterre* (p. 309), at *Blanch's Café* (p. 316), and in *Bern's Salonger* (p. 316).

Collections, etc. (days and hours liable to alteration): —

Archives, Royal (p. 314), week-days 10 to 2.30.

Art Union (*Konstförening*, p. 316). Hamn-Gatan, cor. of the Kungsträdgård, next door to Blanch's Café (p. 316); week-days 10-5, Sun. 1-4; adm. 50 ö.

Costumes, see Museum of Armour, etc.

Library, National (p. 320), week-days 10-3.

Museums: — Agricultural (Landbruks-Akademiens Museum), Mäster-Samuels-Gatan 36 (Pl. C, 5), week-days 12-3, free.

Armour and Costumes, Royal Museum of (p. 311), daily 12-3, Sun. 1-3; Sun. and Frid. gratis; Tues. 50 ö.; Mon., Wed., Thurs., and Sat. 1 kr., 3-5 pers. 3 kr.

Artillery Museum (p. 316), Sun. 1-2.30 (free), Wed. 1-2.30 (10 ö.); on other days (10-12) apply to the 'Tygmästare', to the left of the gate.

**Biological Museum* (p. 334), from 11 a.m. till dusk (50 ö.); catalogue (Swedish) 25 ö.

Carolinian Institution (*Karolinska Institutets Samlingar*; Pl. B, 6), Handverkare-Gatan 3, a medical collection, Sun. 1-3, gratis.

Ethnographical Collection (p. 320), Sun. 1-3, Wed. & Sat. 10-2 (25 ö.). Another section, Kungs-Gatan 30, is open on Mon. & Thurs., 12-2.

Fishery Museum, Mäster-Samuels-Gatan 43, week-days 12-3, Sun. 1-3, gratis.

Geological Museum (Pl. 38; D, 5), Mäster-Samuels-Gatan 36, with Swedish stones suitable for building, fossils, etc.; Mon. and Thurs. 1-3, gratis.

**National Museum* (p. 321): **Collection of Art and Industry*, on the 1st and 2nd floors, week-days (except Mon.) 11-3, Sun. 1-3 (on Wed., Thurs., and Sat. 50 ö., at other times free); **Historical Museum* (Swedish Antiquities) and *Cabinet of Coins*, on the groundfloor, in winter on Frid. 12-2 and Sun. 1-3, in summer on Frid. and Tues. 12-3 and Sun. 1-3 (on Tues. 25 ö.; at other times free). On Mon. the Museum is closed to the public, but visitors are admitted for a fee of 1 kr. (apply to the door-keeper).

Natural History Museum (p. 319), Wed. 12-2 and Sun. 1-3, free; Sat. 12-2, 25 ö.; at other times 1 kr.; catalogue 25 ö.

**Northern Museum* (p. 317), Drottning-Gatan 71 A, 77, 79, and 88, open daily in summer, 11-4 (25 ö.). In winter all the collections are closed at 3 p.m. — Ticket admitting to all the sections 75 ö.; illustrated guide 75 ö.

Palace, Royal (p. 310), the staterooms daily, the private rooms during the absence of the royal family.

Panoptikon, Kungsträdgårds-Gatan 18, daily 10-9 (1 kr.). The representations at present include the Swedish Royal Family, the Death of Gustavus Adolphus at Lützen, Nansen in the Polar Seas, and Andrée with his Balloon.

Regatta on the first Sun. in August.

Riddarholms-Kyrka (p. 314), in summer Tues. and Thurs. 12-2, adm. 25 ö., Sat. 12-2, free; in winter Tues. and Thurs. 12-2, on application to the 'Vaktmästare' at the Riksmarskalks-Embète in the S.W. wing of the Royal Palace (25 ö.).

Riddarhus (p. 313), on week-days, on application to the 'Vaktmästare', who is to be found till 3 p.m. in the antechamber on the first floor, to the left. Fee 1 kr.

Skansen (p. 334), an annexe of the Northern Museum, daily from 10 a.m. (50 ö., Sun. 25 ö.); dance and song performances weekly.

English Church (Pl. 21; B, 2), Rörstrands-Gatan (p. 319); chaplain, *Rev. James Stephens.*

Chief Sights. National Museum; Museum of Armour and Costumes; Northern Museum; Royal Palace; Riddarholms Kyrka; view from Katarina-Hissen (p. 332); walks on the Skeppsholm (p. 331) and in the Djurgård (p. 334), with a visit to the open-air museum of Skansen (p. 335) and the view from the Bredablick Tower (p. 335). — Excursions to Saltsjöbaden (p. 338) and to Drottningholm (p. 339) or Gripsholm (p. 341).

Stockholm, the capital of the Kingdom of Sweden, the seat of government and the supreme courts of law, with 275,000 inhab., lies in 59° 20′ 34″ N. lat., at the influx of *Lake Mälaren* into an arm of the Baltic *(Saltsjön)* which forms an excellent harbour, liable, however, to be frozen over for four or five months in winter. The situation of the city on islands, on a plain, and on rocky hills, surrounded by water and islands in almost every direction, is highly picturesque. Stockholm has therefore been called the 'Venice of the North', and has also been compared with Marseilles or Geneva; but no such comparison can convey an accurate idea of the place. Its most striking peculiarity consists in its immediate proximity to primæval forests and rocky islands, where to this day there is hardly a trace of cultivation. Improvements have, indeed, been effected in the Norrmalm, or N. quarter of the town; the site of the Berzelii Park was once a wilderness; and the Blasieholm has long been connected with the mainland; but in the Södermalm, the Kungsholm, the Skeppsholm, and the Kastellholm the bare granite rock is often seen protruding in the midst of the houses.

History. In early Swedish history Sigtuna (p. 344) and Gamla Upsala

(p. 349) were the centres of the national life. The foundation of Stockholm dates from *Birger Jarl of Bjelbo* (p. lv), who in 1255, on the site of a settlement which had been repeatedly destroyed by pirates and hostile tribes (the Esthonians and Carelians, about the year 1188), fortified the islands now called *Staden*, *Helgeandsholmen*, and *Riddarholmen*, with towers and walls, and made them the capital of his dominions. It was long before the city extended beyond these islands. The increasing population had several times begun to occupy the mainland to the N. and S., but these settlements were as often swept away by the Danish besiegers (Margaret in 1389, Christian I. in 1471, and Christian II. in 1520). At length from the middle of the 16th cent. onwards the citizens were enabled to extend their borders in peace. About the middle of the 17th cent. the precincts of the city were extended so as to embrace the N. and S. suburbs, and the former was built in accordance with a regular plan. In consequence of great fires in 1697, 1725, 1751, 1759, 1835, and 1857 the old timber-built houses have gradually been replaced by substantial stone edifices. About the middle of the 17th cent. the population was 15,000, in 1751 it had increased to 55,700, in 1800 to 75,500, in 1850 to 93,000, in 1870 to 136,000, in 1880 to 168,750, and in 1890 to 246,500.

Staden, or the old town, on an island at the mouth of Lake Mälaren, is connected with the N. suburb of *Norrmalm* by the *Norrbro* (see below) and the *Vasabro* (Pl. D, 6; completed in 1878), and with the S. suburb of *Södermalm* by '*Slussen*', or the sluice-bridge (Pl. E, 8; p. 332). The N. and S. suburbs are also connected by the great *Railway Bridge*, which crosses the two arms of the *Riddarfjärde* and the island of *Riddarholm* between them.

I. STADEN AND RIDDARHOLMEN.

The best survey of the singularly picturesque site of Stockholm and of its busy harbour-traffic is obtained from the ***Norrbro** (Pl. E, 6), a handsome bridge of seven granite arches, 375 ft. long and 62 ft. in width, completed in 1797, spanning the short river which forms the chief discharge of Lake Mälaren, and connecting the Norrmalm and Staden. Part of it stands on the E. side of the small *Helgeandsholm*. On the E. side of the bridge is the *Strömparterre* (café, see p. 304; steam-launches to the Djurgård, see p. 306), to which two flights of steps descend.

'Hur präktigt speglar ej den strömmen af
Torn, hjeltestoder, slott och sångartempel,
Och aftonrodnan öfver Riddarholmen,
Der Sveriges ära sofver under marmor!' (TEGNÉR).

'Tower, heroes' statues, palace, muses' fane
Stand nobly mirrored in the stream below,
While bathed in evening-red glows Riddarholm,
Where, beneath marble, Sweden's glory sleeps'.

On the W. side of Helgeandsholm are the new buildings for the National Diet and the National Bank, designed by *Aron Johansson* and to be ready in 1900.

From the S.E. end of the bridge the *Skeppsbro* ('ship quay' or 'bridge'), a broad quay, constructed of granite like all the others at Stockholm, extends round the E. side of Staden, where most of the sea-going steamers, as well as numerous steam-launches, are berth-

ed. Approaching Staden from the N., we observe on the right the *Mynt-Torg* and the old Mint, with its façade of four columns, now occupied by public offices. (The Mynt-Gatan leads thence to the Riddarhus-Torg, p. 313.)

At the S.E. end of the Norrbro, on the N. end of the island of Staden, rises the ***Royal Palace** (Pl. E, 6), begun on the site of an earlier edifice (the 'Tre Kronor', burned in 1697) by *Nicodemus Tessin the Younger*, a Swedish architect, in the Italian Renaissance style. The work was interrupted by the wars of Charles XII., but was completed by *Count Karl Gust. Tessin* (son of the first architect), *Hårleman*, and *Cronstedt* in 1760. This spacious edifice, consisting of groundfloor, entresol, and two upper stories, forms a rectangle of 136 yds. by 127 yds., and encloses a court nearly square in shape. The N. and S. façades are adjoined by four lower wings, extending E. and W., so that the N. façade is double the length of the central building. The N.W. portal, facing the bridge, has a handsome approach, constructed in 1824-34, and called *Lejonbacken* from the bronze lions, cast in 1704, which adorn it. On the S.W. side of the palace are two detached buildings forming a small semicircular outer court, one of them being the chief *Guard House*. On the N.E. side, between the projecting wings, is a small garden called *Logården* or 'lynx-yard', said to derive its name from a small menagerie once kept here. The central quadrangle, entered by the N.W., S.W., and S.E. portals, is open to the public.

The Palace is almost always open to visitors in summer (comp. p. 308). The rooms on each floor are shown by a different attendant (*Vaktmästare;* fee 1 kr. to each).

The Principal Entrance is in the W. wing, by the Guard House. Passing the sentinel, we turn to the left in the gateway and ascend a handsome staircase, with new ceiling-paintings by *Prof. Jul. Kronberg:* Svea, the genius of Sweden, with the Landing of Charles XIV. John, on one side, and Oscar II. receiving the doctor's degree, on the other. On the staircase leading to the second story are Aurora and the Four Elements, and higher up, the Guardian Angel, all by Kronberg. On the landing of the second floor is a marble group, by *Byström*, of Juno and the infant Hercules.

On the Second Floor, to the right, are the sumptuous state-apartments known as the **Festivitets-Våning**, once occupied by Charles XIV. John. We first pass through the *Life Guard Saloon*, the *Council Room*, and the *Audience Room*, the two latter containing some fine old tapestry and the last a smoke-darkened ceiling-painting illustrative of the history of Alexander the Great by *Jacques Fouquet* (1700). The *Red Saloon* contains allegorical ceiling-paintings by Fouquet with reference to the youth of Charles XII., and a valuable silver candelabrum of the time of Charles X. — We next come to the *Grand Gallery*, 52 yds. long and 7½ yds. wide, richly decorated with stucco, marble, and gilding, as are also two adjoining cabinets. The handsome doors, carved in oak by *Henrion* in 1696-99, were designed by Fouquet. The allegorical ceiling-paintings are also by Fouquet (1702). This room and the following contain a number of sculptures in marble by *Fogelberg*, *Byström*, *Molin*, and others. — The *Great Banqueting Saloon* is known as *Hvita Hafvet* ('the white sea'), from its white stuccoed walls. The ceiling-paintings are by Italian artists of the first half of the 18th century.

The FIRST FLOOR of the same wing contains (on the left of the visitor ascending the staircase) the *King's Apartments* (Oscar II., b. 1829), adjoined by the *Queen's Apartments* (Sophia, of Nassau, b. 1836).

The E. wing is entered from the court. In the archway is a colossal plaster group by *Sergel*, originally intended for reproduction in bronze on the pedestal of the Gustavus Adolphus Monument (p. 315). It represents the Chancellor Oxenstjerna recounting to the Muse of History the deeds of that valiant monarch. From the E. side of the archway, where a staircase (closed) descends to the Logården (p. 310), we have a fine view of the harbour. — The grand staircase, opposite the plaster group, ascends to the dwelling-rooms (1st floor) and staterooms (2nd floor) of the *Crown Prince* and *Princess* (Gustavus, b. 1858; Victoria, of Baden, b. 1862). These apartments contain numerous portraits of members of the royal family, sculptures and pictures by Scandinavian artists, magnificent gifts from foreign sovereigns, and other objects of value (but hardly repay travellers pressed for time).

S. Wing. The staircase to the left in the finely vaulted passage between the court and the Slottsbacke (p. 312) ascends to the *Palace Chapel*, which is adorned with ceiling-paintings by *Ehrenstrahl* and sculptures by *Bouchardon* and *Sergel* (service on Sun. at 11 a.m.). — The staircase to the right leads to the *Riks-Sal* or Imperial Hall, where the ceremony of opening the Representative Chambers takes place. Adjoining the silver throne are statues, by *Fogelberg*, of Gustavus Adolphus and Charles XIV. John. Farther on is the *Seraphim Saloon* (for the knights of the Seraphim Order, the highest in Sweden, founded in 1748).

The N.E. wing of the Palace, entered by a door on the E. side of the Lejonbacke (p. 310), contains the royal ***Lifrust och Kläd-Kammare**, or *Museum of Armour and Costumes*, one of the finest existing collections of the kind (adm., see p. 307; catalogue 75 ö., in French 1 kr.).

The first floor (to which visitors are taken first) contains the LIFRUST-KAMMARE, or *Armour Chamber*. Main Hall. On the walls are trophies of weapons and Swedish flags and standards from the beginning of the 17th cent. onwards. To the left of the entrance are suits of armour: 11. Armour of Gustavus Vasa; 12. German armour of the 16th cent.; 13, 14 Italian armour of the 16th cent.; 15. Gorgeous suit of armour of Charles IX., adorned with the Swedish arms (German work of the end of the 16th cent.); 16. Parade armour worn at the funeral of Gustavus Adolphus; 18. Similar suit, probably worn at the funeral of Charles X. On the other side of the room is a row of glass-cases: No. 48. Two so-called Burgundian helmets (one said to have belonged to Eric XIV., the other to Gustavus Adolphus; restored), Baton of Gustavus Adolphus, in chased silver; 53. Armour of Gustavus Adolphus, the sword and pistols he carried at the battle of Lützen; 46. Swords of Gustavus Vasa; 49. Sabre and daggers enriched with precious stones, presented by Prince Bethlen Gabor to Gustavus Adolphus; 50. Muskets of Queen Christina and Charles X.; 52 & 96 (combined), Blood-stained shirt, in which Gustavus Adolphus was killed at Lützen (Nov. 6th, 1632), also his gloves, etc.; behind, by the window, 28. Morion, said to have belonged to Gustavus Adolphus; 51. Horse (stuffed) ridden by Gustavus Adolphus at Lützen; to the right and left, 123. Two finely ornamented caparisons, bearing the name of Gustavus Adolphus (1621). In Case 63 is the golden 'Sword Medal', the only one of its kind ever made, given by Oscar II. to Emp. William I. and restored after the latter's death. Among the fine old saddles is one (122) probably used by Gustavus Adolphus at his coronation. Case 52 (by the window) contains the blood-stained shirts in which Gustavus Adolphus was wounded at Dantzic (May 24th, 1627) and at Dirschau (Aug. 8th, 1627). In Case 55 are fine guns and pistols belonging to Charles XI., including *(a)* a gorgeous specimen of French workmanship (1670-80), probably presented by Louis XIV. In Case 26 is a child's suit of armour, ascribed to Charles XI. In Case 56 are swords of the 18th century. At the end of the room is a bust of

Oscar II., between two ship's models of the 17-18th centuries. — In the long Corridor are a number of cabinets, containing swords, daggers, hunting knives, muskets, fowling-pieces, pistols, and powder-horns of artistic or historic interest.

From the Corridor we descend to the —

KLÄD-KAMMARE, or *Costume Chamber*, on the groundfloor. Cases 94 and 95 contain doublets and jerkins of Gustavus Adolphus. Farther on are five coronation-coaches and a state-sleigh of the 17-19th centuries. — Coronation and other garments of Swedish kings, queens, and other dignitaries from the beginning of the 17th cent. down to the present day. In Case 104 is the suit worn by Charles XII. at the siege of Fredrikshald (Nov. 30th, 1718), including the hat with the fatal bullet-hole. Cases 108-111 contain clothes of Gustavus III., including the 'Swedish Costume' he invented and the masquerade suit in which he was shot at the ball in the Great Theatre (p. 315) in 1792. Among the other objects of interest here are a fine silver font of 1697-1707, the cradle of Charles XII., and the coronation-banner of King Sigismund (1594).

The S.E. façade of the Palace, with its colonnade, looks towards the SLOTTSBACKE, or *Palace Hill* (Pl. E, 6), a handsome *Plats* descending to the Skeppsbro. The Slottsbacke is adorned with an *Obelisk*, 100 ft. high, erected in 1799 by Gustavus IV. in memory of the loyalty of the citizens during the war against Russia in 1788-90, while the nobility were hostile to their sovereign (p. lxix). At the foot of the Slottsbacke, on the Skeppsbro, rises the finely executed ***Monument of Gustavus III.** (Pl. E, F, 6), by *J. T. Sergel*, a Swedish sculptor (p. 324), erected in 1808 by subscription in honour of that chivalric monarch. The rudder on which the statue of the King leans is an allusion to his naval victories. Fine view of the harbour and the Skeppsholm. — From the flight of steps a steam-launch ferry plies to the National Museum (p. 321).

The *Governor's House* (*Öfverståthållare-Huset;* Pl. 30, E 6 7), on the S.E. side of the Slottsbacke, with its handsome little court was erected by *Nicod. Tessin* (p. 310), to whom it originally belonged.

At the S.W. end of the Slottsbacke rises the **Storkyrka** (*Great Church*, or *Church of St. Nicholas;* Pl. 27, E 7), which, according to a modern inscription, was founded by Birger Jarl in 1264, and rebuilt and provided with the unpleasing tower (184 ft. high) in 1726-43. The church was thoroughly restored in 1892. In the interior, which consists of a nave with double aisles, is a rich reredos from Augsburg (beginning of 17th cent.), in silver, ivory, and ebony, with 18 scenes from the Passion. Observe also a brass candelabrum with seven branches, of the 14th cent.; two huge pictures ('Last Judgment' and 'Crucifixion') by *Ehrenstrahl* (d. 1698); several ancient tombstones; and the rich silver vessels in the sacristy. The 'Kyrkväktare', or sacristan, lives at Svartman-Gatan 22 (upper floor), beyond the German church (p. 313; fee $\frac{1}{2}$-1 kr.).

A short street leads to the S. from the Slottsbacke to the STOR-TORG (*Great Market;* Pl. E, 7), the central and highest point of the old town, bounded on the N.W. by the *Exchange* (Pl. 12;

business-hour 1 p.m.). In this market-place several tragic scenes have been enacted. In 1280 Magnus Ladulås caused three members of his own family to be executed. In 1437 Erik Puke and in 1605 the royal counsellor Bjelke were beheaded here. The saddest event in the annals of the city, known as the Stockholm Blood Bath, took place in the Stor-Torg on 10th and 11th November, 1520, when Christian II. of Denmark caused a great number of his opponents to be executed here in the vain hope of consolidating his power in Sweden (p. lxi).

Numerous steep lanes, called *Brinkar* and *Gränder*, intersected by cross-streets, descend from the Stor-Torg to the Skeppsbro to the E., and to the Vesterlång-Gatan and the Stora Ny-Gatan to the W., forming the headquarters of the humbler tradesmen, whose characteristics are not without interest. The different quarters still bear their ancient names.

In the Svartman-Gatan, to the S.E. of the Stor-Torg, rises the **Tyska Kyrka,** or *German Church* (Pl. 28; E, 7), erected in 1636-42, and restored from Raschdorff's plans after a fire in 1878. The tower contains a set of chimes. The pulpit and altar were presented by German merchants in the 17th cent.; the stained glass is from Munich (1887). The sacristan lives opposite the S. portal.

We now descend to the S.W. to the *Stora Ny-Gatan*, which leads to the N.W. to the Riddarhus-Torg. At the S.E. end of the Ny-Gatan lies the Kornhamns-Torg ('corn-harbour market'; Pl. E, 7), beyond which is Slussen, the bridge leading to Södermalm; or we may cross to Maria-Hissen by steam-launch (see p. 333). Or we may turn to the right from the Kornhamns-Torg to the Mälar-Torg and the Kött-Torg ('meat-market'; Pl. D, E, 7), over which runs the railway. These quays command fine views of Södermalm and of Lake Mälaren, and are called at by numerous steamboats. To the N. of the Kött-Torg we reach the *Munkbro* ('monks' bridge': Pl. D, 7), the scene of the busiest market-traffic.

The Riddarhus-Torg (Pl. D, 7), bounded by the Riddarhus and the Town Hall, is adorned with a **Statue of Gustavus Vasa,** designed by *L'Archevêque*, and erected in 1773 by the Swedish nobility on the 250th anniversary of the day when the king entered Stockholm and delivered his country from the Danish yoke (p. lxii). On 13th July, 1756, Count Brahe, Barons Horn and Wrangel, and others were brought to the scaffold here for conspiring to undermine the constitution. On 10th June, 1810, Marshal Axel von Fersen was lynched by the populace, alarmed by the sudden death of the crown-prince, and believing he had been poisoned by the marshal.

The **Riddarhus** (*Knights' House;* Pl. 35, D 7), a brick and sandstone structure, designed in 1641-74 by *Simon de la Vallée* and others, is adorned with allegorical figures and Latin inscriptions

on the façade. In a large room on the first floor, with the armorial bearings of all the Swedish nobles, and ceiling-paintings by *Ehrenstrahl*, the Chamber of Nobles held its meetings down to 1866. A room on the groundfloor contains portraits of all the marshals of the nobility from 1627 to 1865, except Count Lejonhufvud, who was blamed for the failure of the war against Finland in 1740-43, and beheaded in 1743. Adm., see p. 308. In the court a statue, by J. Börjeson, was erected in 1890 to the chancellor *Axel Oxenstjerna* (p. lxv).

Adjacent, on the opposite side of the Riddarhus-Gränd, which leads to the Vasa Bridge, rises the **Rådhus** (Pl. 34; D, 6, 7), once the palace of Count Bonde, the royal treasurer, converted into a town-hall in 1731. The large Council Chamber contains views of the city at different periods.

From the Riddarhus-Torg a bridge leads to the S.W. to the RIDDARHOLM (Pl. D, 7), and the Riddarholm church. To the right is the new *Riks-Arkiv* (Pl. 5; open on week-days, 10-2.30). In front is the *Swedish Court of Appeal* (*Svea Hofrätt*; Pl. 18). In the middle of the *plats*, on a granite pedestal, is a *Statue of Birger Jarl* (p. 309) in bronze, designed by *Fogelberg* and erected by the citizens in 1854.

The ***Riddarholms-Kyrka** (Pl. 25), with its conspicuous perforated spire of cast iron, 290 ft. high, was formerly a church of the Franciscans, and has been the burial-place of the Swedish kings and heroes since the reign of Gustavus Adolphus. The building is Gothic, disfigured by Renaissance additions. Divine worship has not been performed here since 1807, except in the case of royal funerals. The principal entrance is at the W. end. (Adm., see p. 308.)

The walls of the church are blazoned with the armorial bearings of the deceased knights of the *Seraphim Order* (p. 311; including those of President Carnot and the German Emperors William I. and Frederick III.), and the pavement is formed of tombstones. Flanking the high-altar are the *Monuments of Kings Magnus Ladulås* (d. 1320) and *Charles VIII.* (d. 1470), erected in the reign of John III. (16th cent.). On the right (S.) is the *Burial Chapel of Gustavus Adolphus* (*Gustavianska Grafkoret*), constructed in 1633 according to the king's order issued in 1629 before his departure for Germany. Since 1832, the 200th anniversary of the monarch's death (at the battle of Lützen, 6th Nov., 1632), his remains have reposed in a green marble sarcophagus, executed in Italy by order of Gustavus III. for the reception of the body of his father Adolphus Frederick, but unused till 1832, when the remains of Gustavus Adolphus were transferred to it by Charles XIV. John. It bears the simple inscription: *Gustavus Adolfus Magnus*. The rich covering of the sarcophagus, in the Swedish colours, was placed here on Dec. 9th, 1894, the tercentenary of the hero's birth. Behind the sarcophagus are placed the king's banner, borne at Lützen, and the royal Swedish banner. In front of it is a flag presented by Oscar II. in 1882, bearing the names of the regiments of the yellow brigade which distinguished itself at Lützen. Between the windows of the chapel are placed German, Russian, and other flags as trophies of the king's victories. In front, to the left, is the sarcophagus of *Maria Eleonora of Brandenburg* (d. 1655), the queen of Gustavus Adolphus. In the vault below are interred kings *Adolphus Frederick* (d. 1771), *Gustavus III.* (d. 1792), *Gustavus IV.* (d. 1837; p. lxix), and *Charles XIII.* (d. 1818), with their queens, and other members of the Holstein-Gottorp family. — On the opposite

(N.) side of the church is the *Carolinian Chapel (Karolinska Grafkoret)*, constructed in 1686-1743. It contains the sarcophagus of *Charles XII.* (d. 1718), in black marble, on which is placed a lion's skin in bronze-gilt, with crown, sceptre, and sword. To the right is the marble sarcophagus of *Frederick I.* (d. 1751), and on the left reposes his queen *Ulrika Eleonora* (d. 1742), sister of Charles XII. Between the windows are trophies of Polish, Danish, and Russian flags. In the vault below are interred *Charles X. Gustavus* (d. 1660), *Charles XI.* (d. 1697), and their queens, and several princes of the Vasa family. — Adjoining the Chapel of Gustavus, on the S. side of the choir, is the *Bernadotte Chapel (Bernadotteska Grafkoret)*, built from a design by Prof. Scholander in 1858-60. A massive sarcophagus of porphyry here contains the remains of *Charles XIV. John* (d. 1844). The vault contains the coffin of his queen *Desideria* (d. 1860), and those of *Oscar I.* (d. 1859) and his queen *Josephine*, of *Charles XV.* (d. 1872), and other princes.

In the aisles of the church are the burial-vaults of *Count Lejonhufvud*, with numerous Russian flags; *Counts Wachtmeister* and *von Fersen*, also with Russian flags; *Count Torstensson*, with a marble bust of *Marshal Lennart Torstensson* (d. 1651), with numerous German and other flags; *Count Vasaborg*, with German flags; *Marshal Banér* (in the centre of the S. aisle, visible through a pointed doorway), with the armour and a large portrait of the marshal (d. at Halberstadt, 1641) and many German flags.

The *Railway Bridge* (p. 309), crossing the Riddarholm, has a foot-way on the N.E. side, leading to the islet of *Strömsborg* (Pl. D, 6), and to the swimming-school.

II. THE NORTHERN QUARTERS OF THE CITY.

At the N. end of the *Norrbro* (p. 309) lies the Gustaf-Adolfs-Torg (Pl. E, 6), in which rises a lofty pedestal of Swedish granite and marble, bearing an equestrian **Statue of Gustavus Adolphus,** in bronze, designed by *L'Archevêque* in 1777, and erected in 1796. The pedestal is adorned with bronze reliefs of the Swedish generals Torstensson, Wrangel, Banér, and Königsmark. — On the W. side of the Gustaf-Adolfs-Torg, between the Ströms-Gatan and the Freds-Gatan, rises the *Palace of Princes Carl and Eugène* (Pl. 31; D, 6), erected in 1783-93. To the N.W. is the Malmtorgs-Gatan, leading to the Brunkebergs-Torg (p. 317). To the N. opens the wide *Regérings-Gatan.*

The E. side of the Gustaf-Adolfs-Torg is occupied by the **Royal Opera House** (Pl. 40; E, 6), an imposing structure from the designs of *Axel Anderberg*, begun in 1894 on the site of the 'Great Theatre' (comp. p. 312), erected in 1775-82 by Gustavus III., who was an enthusiastic patron of the national poetry, and pulled down in 1892. In the E. wing of the Opera House are the *Opera Källare* (p. 303) and the *Opera Café* (p. 304), the large terrace of which affords one of the best views of the busiest and most beautiful part of Stockholm.

To the E. of the Opera House, in the pleasure-grounds of Karl den Tolftes Torg (Pl. E, 5, 6), rises the ***Statue of Charles XII.,** by *J. P. Molin*, erected in 1868 with contributions from all parts of Sweden. The four mortars round it were captured by the king. — Adjacent is a station of the small steamers to the Djurgård (p. 334)

and to the station of the Saltsjö Steam Tramway in Södermalm (p. 304). — To the E. lie the district of Blasieholmen and the National Museum (p. 321).

The KUNGSTRÄDGÅRD (Pl. E, 5; 'King's Garden'), to the N., with its trees and flower-beds, is the chief winter-promenade of Stockholm. The **Fountain** in the front part of the grounds, also by *Molin*, is embellished with allegorical bronze statues ('The daughters of the sea-god Ægir listening to the harping of the Nixies', an allusion to the situation of Stockholm between lake and sea). — To the W. is the *Jakobs-Kyrka* (Pl. 23), where Marshal Gustaf Horn is interred (d. 1659). The interior was effectively restored in 1893. — To the E. rises the *Dramatiska Teater* (Pl. 41, E 5; p. 307), erected in 1842.

The middle of the *plats* is occupied by the **Statue of Charles XIII.** (Pl. E, 5), erected by Charles XIV. John (1821) to his adoptive father, designed by *E. G. Göthe*, and cast at Paris. The fine lions at the foot of the monument are by *Fogelberg*. — To the N.W. of the statue is the building of the **Konstförening* (Pl. 19; exhibition, see p. 307), with *Blanch's Café* (p. 304) on the ground-floor. Opposite, Hamn-Gatan 18, is the *Svea Hall*, in the Moorish style (concerts in the evening).

The Hamn-Gatan, like the other streets on the same side of the Kungsträdgård, ends on the E. at the BERZELII PARK (Pl. E, 5), where *Bern's Salonger* (p. 303), a well-known café and pleasure resort, attracts many loungers of an afternoon and evening. In the middle of the park rises a *Statue of Berzelius* (d. 1848), the chemist, by *Qvarnström*, erected in 1858. — To the S. of the Berzelii Park is the Warendorfs-Gatan, with the *Synagogue* (Pl. 39; E, 5), by Prof. Scholander, erected in 1870.

The **Östermalm** quarter of the city, extending on the N.E. of the park as far as the Carlaväg (Pl. F, G, 3), has sprung up within the last 15-20 years, and contains some of the most tasteful modern buildings in Stockholm, *e.g.* in the Birger-Jarls-Gatan, at the beginning of the Sture-Gatan, and in the busy Stureplan (Pl. E, 4). At the Östermalms-Torg are the *Hedvig Eleonora Kyrka* and the *Artilleri-Gård* (Pl F, 4), with an historical museum of artillery and small arms (adm., see p. 307). To the S. are the *Royal Stables*, built in 1893. — In July the *Guards' Barracks* (Pl. G, H, 4) are adjoined by a *Training Camp*, containing about 1200 infantry and artillerymen (visitors admitted). — This quarter is bounded on the S. by the *Ladugårdslandsvik*, a bay along which runs the *Strandväg* (Pl. F, G, H, 5) to the Djurgård (p. 334), lined with handsome four-storied houses, one of which (No. 33), by Prof. Clason, is considered to rank among the finest modern residences in Stockholm.

From the W. side of the Gustaf-Adolfs-Torg (p. 315) diverge the well-built *Ström-Gatan*, skirting the Norrström, and the busy

Freds-Gatan. On the N. side of the Rödbo-Torg, at the end of the latter street, stands the new building of the **Akademi för de fria Konsterna** (Pl. 1; D, 6) or *Academy of the Fine Arts*, erected in 1893-95 from the designs of *Erik Lallerstedt.* Adjacent is the *Post Office* (Pl. 33; D, 6). — Still farther to the W., at the beginning of the Vasa-Gatan, and to the S. of the *Central Railway Station* (Pl. C, 6; p. 303), is a *Statue of Nils Ericsson* (p. 284), the founder of the Swedish railway-system, erected in 1893 (sculptor, J. Börjeson).

The streets between the Central Railway Station and the Gustaf-Adolfs-Torg are the busiest in the N. part of the city. The finest shops are in the Drottning-Gatan (Pl. D, 6, 5, C, 4, 3), which traverses the whole district and is to be ultimately connected by a bridge with the Helgeandsholm and the new National Diet (p. 309).

Between the Drottning-Gatan and the Regérings-Gatan (p. 315) lies the *Brunkebergs-Torg* (Pl. D, 5), on the site of a sand-hill now removed and connected with the Gustaf-Adolfs-Torg by the Malmtorgs-Gatan. To the N. of the Brunkebergs-Torg is the lofty **Telephone Tower** (15,000 connections). Here also is the *Central Gymnastic Institution* (Pl. 17; D, 5), founded in 1813 by *P. H. Ling* (d. 1839).

Between the Drottning-Gatan and the Railway Station rises the **Klara-Kyrka** (Pl. D, 5), erected in 1751-53 after the destruction by fire of an earlier church founded in 1285. In 1885-93 it was well restored and provided with a steeple 340 ft. high. By the altar are sculptures by *Sergel.* ('Klockäre', Klara Vestra Kyrko-Gatan 14 A.) In the adjoining churchyard reposes the poet *Bellman* (d. 1785; p. lxxi).

In the Drottning-Gatan, about 7 min. to the N.W. of the Klara-Kyrka, beyond the Tunnel-Gatan (p. 320), is the ***Northern Museum** (Pl. 13, C 4; omn., see p. 306), an interesting collection of Scandinavian curiosities, founded by *Dr. Artur Hazelius* in 1873, and greatly extended since. The bulk of the collections is so huge, that no proper survey of them can be obtained before the completion of the new building (p. 334), to which they will be transferred in 1900. In the meantime they are deposited in several different houses. The attendants are women in the costume of Dalecarlia. (Adm., see p. 308.)

We begin with the Section of Peasant Life, in the S. Garden Pavilion, Drottning-Gatan 71 A.

Entrance Room. Paintings of peasant-life in Småland. To the left is a small room with objects for sale; to the right is another, with prehistoric relics. In a straight direction, IV. Room. Peasant-girl from *Blekinge;* *Interior of a house in the district of Ingelstad in *Skåne*, with figures in the costume of the end of the 18th century; room from *Halland*, first half of this century; peasant's room from Vingåker in *Södermanland*, 1820, with a girl receiving congratulations on her approaching marriage. In the glass-case by the window are various utensils, costumes, and trinkets of the 18th cent., from *Skåne*, *Blekinge*, etc. — V. Room.

Glass-case containing tankards and other utensils from *Östergötland*. Stand with movable frames containing views and costumes. On the walls are primitive harness, tools, etc., from *Vestergötland* and *Östergötland*, and Runic staves. — VI. Room. Articles from *Småland:* bridal trinkets, etc. In a case by the window, badges worn by the peasant-women of Värend in memory of their bravery in fighting against the Danes. — VII. Room. Articles from *Småland*, *Gotland*, *Halland*, *Bohus-Län*, etc., including 'Bonader' or hangings used to adorn the walls at Christmas. — VIII. Room. Articles from *Skåne;* group from Vemmenhög; ancient looms and woven stuffs; silver ornaments, including 'Ellakors' or crosses worn as charms against the fairies.

The first, second, and third stories of Drottning-Gatan Nos. 77 & 79 (entrance by No. 79; adm., see p. 308) contain the collections illustrating Guilds and the Life of the Upper Classes, and also the Norwegian Section.

First Floor. We first enter *Room VII* (Stone ornaments) and then pass through R. VIII to *Rooms I-V:* Objects from ancient guilds, such as masterpieces of handicrafts, guild-stamps, safes, mugs, and tankards. R. V contains specimens of Swedish writing and printing, book-binding, etc., and *Prof. And. Berch's* (of Upsala; d. 1774) 'Theatrum œconomico-mechanicum', an interesting collection of models for object-teaching.

We return to R. VIII, which, with the other rooms on this floor, contains objects illustrating the life of the upper classes. — *Rooms VIII and IX.* Objects cast and embossed in bronze, brass, and pewter. — *Room X.* Articles in wrought iron, including a church-door from Sweden, with mountings of the 13th century. — *Room XI.* China, glass, and porcelain. — *Room XII.* Tiles and pottery.

A short flight of steps (with inscription over the doorway) leads down into No. 77 Drottning-Gatan. *Room XIII.* Mediæval furniture and carved wood; wooden font of the 13th cent., with pagan carvings; Norwegian church-doors. — *Rooms XIV-XIX.* Furniture and other articles in the styles of the Renaissance, Rococo, and Louis XVI. periods (the last known in Sweden as Gustavian), and of the Empire. — *Room XX.* Kitchen-utensils; looms, etc. — *Room XXI.* Sun-dials and sand-glasses; Runic staves; ancient Swedish copper money, and a 'Frax' or leathern sack to carry it on journeys. — We return to Room XIII, and next enter *Rooms XXII* and *XXIII*, containing ecclesiastical objects; pictures; a pulpit from *Ronneby;* mass-vestments; altar-furniture; censers, etc.

Second Floor. — *Room I.* Sedan-chairs, perambulator of Charles XV., harness, saddles. — *Room II.* Embroidery, lace, children's dresses, dolls. — *Room III.* Rich costumes of the 17th and 18th cent.; 'Brudstubb' (bridal petticoat) of 1700, and Gustavus III.'s Swedish national costume. — *Room IV.* Objects used in the Jewish ritual; patents of nobility, orders. — *Room V.* Musical instruments. — *Rooms VI and VII.* Uniforms and arms of the 15-18th cent.; portrait-figure of Charles XII. — *Room VIII.* Equipments for wolf and bear hunting. — *Room IX.* Instruments of torture; objects illustrating superstitions. — *Room X.* Fire-extinguishing apparatus; objects connected with the postal and customs services. — We return through Room II to *Rooms XI-XIII*, containing portraits and relics of Swedish and Danish kings and celebrities (*Linnæus*, *Berzelius*, *Tegnér*, *Thorvaldsen*, *Höckert*, etc.). — A flight of steps descends hence to Drottning-Gatan No. 77 (see p. 319).

Third Floor (continuation of the Peasant Section). *Rooms I-IV.* Objects from *Dalecarlia* or *Dalarne*. — *Room V.* Articles from *Upland*. — *Rooms VI and VII.* Objects from *Vestmanland*, *Södermanland*, and *Nerike*. — *Room VIII.* Objects from *Vermland*.

We now return to the second floor and descend by the staircase mentioned above to the —

NORWEGIAN COLLECTION, which occupies twelve rooms on the second floor of Drottning-Gatan 77.

Rooms I-IV. Fragments of buildings and rustic furniture, carved boards and posts, bedsteads, cabinets, and chairs; blocks of wood with human teeth driven into them, used as a charm against toothache. — *Room V.* Travelling requisites, sledges, harness, saddles, stirrups, a fine bedstead from Molde. In the glass-cases at the windows are riding-whips, basket-work, and two '*Budstikkor*' (wooden cases for official messages, which the peasantry of each parish were bound to carry to the boundary of the next parish). — *Room VI.* Drinking-vessels, a 'Högsäte' (*i.e.* a bench used as the seat of honour). — *Room VII.* Drinking-vessels, small carved household utensils, and pictures (girl from Telemarken, man and woman from the Numedal, group from the Hitterdal, a Lapp woman and child). Movable frames containing figures in Norwegian costume. Carved mangle-boards. — *Room VIII.* Ornaments and weapons, embroidery, handsome old belts from the Sætersdal (p. 3); powder-horns of the 16-18th cent.; old halberds, spears, and other weapons. — *Room IX.* Musical instruments; Norwegian '*Primstave*' (calendar-staves) and rustic furniture; in the glass cases, snuff-horns and snuff-boxes. — *Room X.* Objects from Iceland. — *Room XI.* Domestic utensils from Norway; scythes, sickles, looms, etc. — *Room XII.* Norwegian furniture; cabinets, carved cupboards, chests, etc.

A supplementary section for MARINE OBJECTS and the PHARMACEUTICAL COLLECTION has been established on the first floor of Drottning-Gatan 88.

Room I. Objects connected with seafaring: canoes, votive ships from churches, hatchets, grapnels, ship's lanterns, and cables. — *Room II.* Rococo objects: we observe in particular a suite of furniture for the royal palace, covered with tapestry, said to date from the first half of the 18th cent. (probably of Stockholm workmanship). — *Room III.* Renaissance objects, including a collection of relics from German guilds. — *Room IV.* N. Frisian room in 17th cent. style, reconstructed by H. Sauermann, director of the Flensburg museum, after a model at Hallig Hooge on the W. coast of Sleswick; also a collection of wood-carvings of the 16-18th cent. and a Dutch loom introduced by *Jonas Alströmer* in 1720, probably the first used in Sweden. — We return through Room IV to *Room V.* Woodwork, mediæval, and of the first half of the 16th century. — *Rooms VI-VIII.* Pharmaceutical collection; in Room VI, retorts, distilling apparatus, and other laboratory vessels; in Room VII, apothecary's utensils and memorials of the Swedish apothecary *K. W. Scheele* (p. 321); in the centre, an alchemist's furnace and a receptacle for poisons; also several tastefully executed German medicine-chests. In Room VIII, a complete apothecary's shop, from the 'Apotheke' of the palace in Drottningholm.

In the Rörstrands-Gatan, diverging to the S.W., rises the Gothic **English Church** (Pl. 21; B, 4).

On the right side of the Drottning-Gatan, nearly opposite the Wallin-Gatan, is the **Academy of Science** (*Vetenskaps-Akademi;* Pl. 4, C, 3, 4), founded by Swedish savants in 1739, endowed by government in 1741, and reconstituted in 1820. The first president was *Karl von Linné* (*Linnæus;* 1707-78), the celebrated botanist. The academy now numbers 175 members, of whom 75 are foreigners. The building contains the valuable and interesting **Natural History Collections of the National Museum* (entr. in the Wallin-Gatan), the property of the state (adm., see p. 308).

On the groundfloor is the *Mineralogical Collection*, the director of which is the Arctic explorer *Prof. A. E. Nordenskjöld* (b. at Helsingfors, Finland, in 1832). In the lobby is a fragment of meteoric iron weighing 20 tons. — On the first floor is the *Zoological Collection* (short guide 25 ö.), which

is especially interesting for its specimens of Northern species (at the entrance, in RR. IX-XII, etc.). — Nearly opposite, at Wallin-Gatan 1, is the *Ethnographical Collection*, with objects found by Capt. Cook in the Antarctic Ocean (1772-75) and by Nordenskjöld in the Arctic Regions.

In the Drottning-Gatan, on the left, a little beyond the Academy of Science, is the *Technical High School* (*Tekniska Högskolan;* Pl. 46, B 3), designed by Prof. Scholander, and erected in 1863. With it is connected the *Bergskola* or School of Mining. Library and collections open on Mon. and Thurs., 12-2. On a height at the N. end of the Drottning-Gatan (flight of steps) rises the **Observatory** (Pl. B, 3), erected in 1748-52, commanding a fine view of the city ('Vaktmästare' 25 ö.). — To the N.W. of this point is the new quarter of *Vasasladen* (see Map, p. 338).

To the E. of the Academy rises the conspicuous **Adolf-Fredriks-Kyrka** (Pl. C, 3, 4), a plain baroque structure in the form of a Greek cross, erected in 1768-74 from the designs of *Adelcrantz* and lately restored. It contains an altar-piece (Resurrection) in plaster, by *Sergel*, and a monument, with sculptures by *Sergel*, to *Descartes* (d. at Stockholm, 1650), the famous French mathematician and philosopher, whose remains were removed to Paris in 1661. Sergel and the poet B. Lidner are buried in the churchyard. — Farther to the N.E. is the **Johannes-Kyrka** (Pl. D, 3), a Gothic brick building by *Carl Möller* (1889), with a lofty tower. It stands on the *Brunkebergsås*, one of the highest points in the city, and hence is conspicuous from every side. — The S. part of the *Brunkeberg* is penetrated by a *Tunnel* (275 yds. long; toll 2 ö.), which connects the David-Bagares-Gatan and the Humlegård with the Tunnel-Gatan, a side-street of the Drottning-Gatan (p. 317).

The ***Humlegård** (Pl. E, 3), a park laid out in the 17th cent., has recently been entirely remodelled by *Director Medin*, the City Gardener of Stockholm, and transformed into a beautiful modern pleasure-ground, with flower-beds and tropical plants. In it rises the **Riks-Bibliotek** or *National Library* (Pl. E, 3; adm., see p. 307), designed by *Dahl*, and erected in 1870-76, containing upwards of 300,000 printed books and 10,000 MSS.

Its chief treasures are exhibited under glass in the *Show Room (*Visnings-Sal;* entr. to the right; adm., see p. 307; catalogue 50 ö.). Case 1: *Codex Aureus*, a Latin translation of the Gospels in golden letters on red and white parchment, written by Irish monks about 600 B.C. and acquired at Madrid in 1690; Easter Calendar for the years 760-911; 'Loys roi de France et Thibauz d'Arabie', a French romance, MS. of the beginning of the 12th cent.; the *Book of Marco Polo*, French MS. of the 14th century. — Case 2: Visigothic legal code in a Spanish translation of the 14th cent.; Latin and other prayer-books of the 15th and early 16th centuries. — Cases 3 & 4: MSS. of the 15-16th cent., including the 'Golden Bull' of Emp. Charles IV. (copy of 1520-30). — A large case to the left contains the so-called *Gigas Librorum*, which contains the Bible and seven other MSS. of the 9-13th centuries. In a frame above are the Revelations of St. Birgitta (p. lxiii; 1360-67). — Case 5: Icelandic, Danish, and Norwegian MSS. of the 13-14th centuries. — Case 6: Oriental MSS. — Cases 7 & 8: Swedish MSS., the oldest of about 1281. — Cases 9 & 10: Prayer-books, diplomas, and the like in ornamental writing (1500-1800). — Cases 11-18: Early printed

works, including the 'Speculum Humanæ Salvationis' (Utrecht, ca. 1470), the Psalms (Mayence, 1457), Cicero de Officiis (Mayence, 1466), German Bible of 1483 (in Case 13), Low-German Bible of 1494 and a fine example of the Wittenberg Bible of 1576 (Case 15). — Cases 19-24: Book-bindings of Italian (19), French (20), German, Dutch, English, Swedish (23, 24), and other workmanship. — Cases 25-28: MSS. of Swedish royalties and other eminent persons; plans of the Siege of Fredrikshald by Charles XII.

In the S.W. corner of the Humlegård is the pretty bronze group 'Farfadern' (Grandfather and Grandson), by *Per Hasselberg* (d. 1894).

The finest part of the grounds, with a wonderfully luxuriant vegetation, lies behind the Library. In the middle stands a bronze *Monument to Linnæus*, erected in 1885, consisting of a colossal figure of the great botanist, surrounded by allegorical statues of Zoology, Medicine, and Agriculture, designed by *Frithjof Kjellberg*. On the 'Flora Hill', a little to the N., rises a good statue, by Börjeson (1872), of *K. W. Scheele* (1742-86), the discoverer of oxygen, hydrofluoric acid, and tartaric acid.

The quarter to the N.E. of the Humlegård, extending to the broad VALHALLA-VÄG (Pl. C-G, 1-2), contains many attractive villas. The peculiarity of the site of Stockholm, mentioned at p. 308, is well illustrated here, as the levelling operations have often necessitated the blowing up of rocks as high as the houses.

III. THE NATIONAL MUSEUM.

At the S. end of the *Blasieholm*, the broad S.W. quay of which, the Blasieholmshamn, is approached from Karl XII.'s Torg, rises the ***National Museum** (Pl. F, 6), erected in 1850-66 from a design by *Stüler* of Berlin, a handsome edifice in the Renaissance style, with round-arched Venetian windows and a portal of greenish Swedish marble. Over the portal are medallion-reliefs of six famous Swedish scholars and artists: Fogelberg, the sculptor; Ehrenstrahl, the painter; Linnæus, the botanist; Tegnér, the poet; Wallin, the writer of hymns; Berzelius, the chemist; and statues of Nicod. Tessin, the architect, and Sergel, the sculptor. The collections are: on the Ground Floor, the *Historical Museum* and the *Cabinet of Coins;* on the First Floor, the *Art-Industrial Collections* and antique and modern *Sculptures;* on the Second Floor, the *Picture Gallery* and the *Drawings* and *Engravings*. Adm., see p. 308; catalogues in each department, and at the entrance.

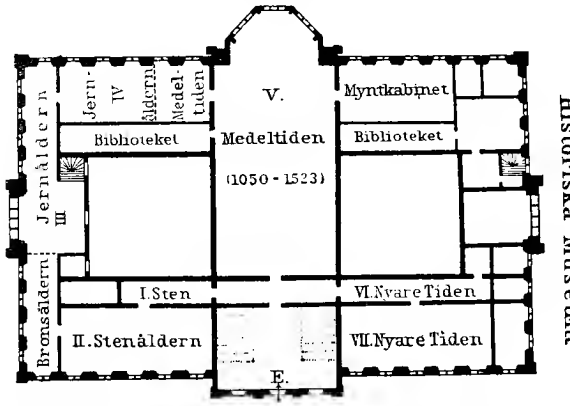
GROUND FLOOR. On entering the vestibule, where sticks and umbrellas are given up on the left (2 ö. each), we observe three colossal statues of northern deities in marble by *Fogelberg:* below, on the right Odin, on the left Thor, and above them Baldur. Opposite the entrance is the —

****Historical Museum,** or *Museum of Swedish Antiquities*, a most valuable collection of objects from the earliest times down to the present day, founded in the 17th cent., and much extended by the late director, *Hr. B. E. Hildebrand*. The prehistoric section rivals

that of the National Museum at Copenhagen (p. 400). The present director is *Dr. H. Hildebrand.*

A glass-door leads into the VESTIBULE, where an English *Catalogue by O. Montelius* may be purchased (2 kr.). We turn to the left. The black figures on white ground indicate the order in which the objects should be examined.

ROOMS I & II. OBJECTS OF THE STONE AGE (*'Stenåldern'*), a prehistoric era when the use of metal was unknown, and when the most necessary implements were made of stone, bone, or wood. The chief objects here are arrow-heads, axes, earthen vessels, and amber beads. The classified objects in the wall-cabinets and in one of the cases have been found mostly in Skåne. The remaining cases contain objects, partly from ancient tombs, found in other districts of Sweden. Among these are flint-implements, fine battle-axes (Case 17), the contents of tombs with the bones of domestic



animals, and characteristic objects in slate from the northernmost districts of Sweden. Room I also contains several models of tombs.

ROOM III. OBJECTS OF THE BRONZE PERIOD (*'Bronsåldern'*), when the inhabitants of Sweden came for the first time into contact with the more civilised natives of Asia and S. Europe. Among the most noticeable are a shield (No. 2A) and an Italic bronze vessel (No. 6) with embossed ornamentation (found in Skåne), gold cups and gold bracelets, a dagger (20A) found in West Götland, other handsome daggers, swords, battle-axes (No. 34 of unusual size), and vessels with rich ornament.

OBJECTS OF THE IRON AGE (*'Jernåldern'*). The earliest of these show traces of Celtic influence; a later group has been affected by Roman provincial culture, while more recent objects are akin to the Frankish and Alemannic antiquities of W. Germany of the period during and after the migrations. In the same room, beginning with Wall Case 59, is the rich collection from the Island of Gotland, embracing a period of over a thousand years. Cases 70 & 71 show Roman influence; Nos. 72-74 illustrate the period of migration; some of the brooches are highly characteristic. The collection of silver ornaments (Cases 97-109) from this island is also very rich. No. 85A. is a tombstone with pictures and runes (eight-legged horse of Wotan, etc.). — Room III also contains objects of the earlier iron age found on the mainland of Sweden, including four of Roman origin (large bronze vase with inscription in Case 125, statuettes, glass drinking-horn in Case 124, etc.), superb neck-rings with filigree ornamentation (139), and many other gold ornaments. We also observe the valuable

relics from the tombs of Vendel (147-151), where several warriors were found interred in their ships (comp. p. 13).

Room IV. Objects of the Later Iron Age, from the mainland of Sweden. 1-6. Objects found at the Björkö in Lake Mälaren, where the oldest Christian burial-place in Sweden was re-discovered; 34-39. Valuable collection of gold and silver ornaments. Also copies of a rock in Södermanland, with Runic inscription and a design from the Siegfried Saga (54), and of a large Runic stone near Rök in Östergötland, with the longest Runic inscription that has been preserved (53). — At the end of the room begins the —

Mediæval Collection (*'Medeltiden'*): objects of the 11th to the beginning of the 16th century. In the same room are reliquaries, goblets, and altar-embroidery of the 12th century.

Room V. Ornaments, church-furniture, and vestments of the 14th, 15th, and beginning of 16th cent., including a treasure buried at Dune in the 14th cent. (in Cases 19 & 20, in the centre, in front of the window), and a votive figure of St. George in wood (1489), from the Storkyrka at Stockholm (No. 77). Also, carved-wood and painted altar-pieces, fonts, etc.

The Royal Cabinet of Coins (director, *Dr. H. Hildebrand*) occupies an adjoining room (to the N.E.). Swedish medals are exposed to view in glass-cases, bnt the coins are kept in presses.

Returning to the vestibule from Room V, we turn to the left to visit Rooms VI and VII, which contain objects of the Modern Period (*'Nyare tiden'*) in five sections: 1523-1611, 1611-1654, 1654-1718, 1718-1809, and 1809 to the present time. The objects here, some of great value, include tapestry, costumes, the insignia of Orders, gold and silver goblets (in Case 45, two presented to Gustavus Adolphus at Nuremberg in 1631), carvings in ivory and amber, fine glass, embroidery, and bridal crowns.

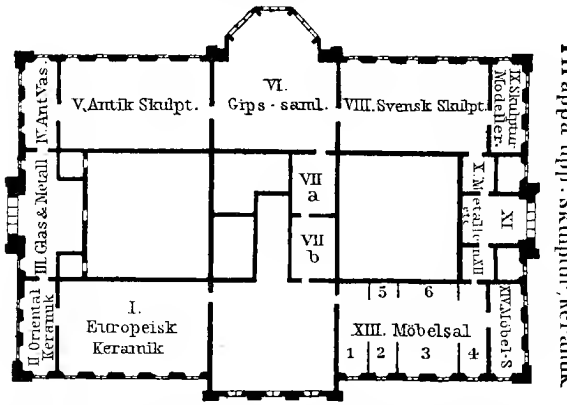
We now return to the staircase, the upper part of the walls of which is adorned with paintings by *Karl Larsson* (1896), illustrating the history of art in Sweden from 1650 to 1800; ascend the marble stairs to the —

FIRST FLOOR, and by a door on the left enter the —

Ceramic Collection. — Room I. To the left of the entrance is a large Moorish-Spanish vase (No. 1), of the same period (early 14th cent.) as the famous Alhambra vase at Granada and closely resembling it; the bronze mounting is four centuries later. Cases 2 & 3 contain Moresco-Spanish and Italian majolica, chiefly purchased by Nicod. Tessin the Younger in Italy at the end of the 17th century. The cases by the windows contain the *Dahlgren Collection* of snuff-boxes, porcelain, ivory carvings, and trinkets in gold and silver (presented in 1895). In the following cases are French, Dutch, German, and Swedish porcelain, pottery from the Lower Rhine, and Wedgwood ware. The intervening smaller cases contain porcelain from Meissen (Dresden), Vienna, Berlin, Capo di Monte (Naples), the Hague, Amsterdam, Niederweiler, Frankenthal, Nymphenburg, Marieberg (p. 333; 1759-88), Derby, Copenhagen, St. Petersburg, Sèvres (pâte tendre), etc.

Room II. Chinese and Japanese porcelain, including a specially fine collection of the Japanese Chrysanthemum-Peony porcelain, so called after its flower-patterns, and of Japanese 'craquelé' (with glazing purposely cracked), lacquered vases, and vessels with European patterns (Swedish coats-of-arms).

Room III. In the middle are four cases with early German, Bohemian, Venetian, Swedish, and modern glass; also, two fine modern vases, the one in bronze by *Al. Carlsson*, the other in steel damascened with silver, by *Hjelm. Norrström* (1893). The wall-cases



contain Chinese works in lacquer and enamel, embossed works in silver and gold, and a silver-mounted crystal goblet of the 17-18th centuries. By the window is the *Dahlgren Collection of Watches.*

Room IV. Antique Vases.

Room V. The **Collection of Sculptures** (catalogue 50 ö.) begins here. The Antiques, mainly purchased by Gustavus III. in Rome (1784-85), are almost all works of the Roman imperial epoch, often spoiled by restoration. Among them are some modern forgeries. The gem of the collection is *No. 1, a *Sleeping Endymion*, in Parian marble, excavated in Hadrian's Villa at Tivoli in 1773, and purchased by Gustavus III. No. 2. Athena; 3-12. Apollo Citharœdus and the Muses; 45. Colossal bust of Venus; 66. Bust of an Athenian, with Greek inscription; 107. Fountain, with relief relating to Romulus and Remus; 179. Handsome Rhyton (drinking-horn) in marble; 201-221. Greek tombstones; 228-236. Roman tombstones. Handsome candelabra; magnificent large marble vase.

Room VI, a hall with Casts (Egyptian, Assyrian, ancient Greek, etc.). Fine view from the windows here and in the following rooms.

Room VII. Section a: Antique terracottas and glass. Section b: Egyptian Collection.

Room VIII. Modern Swedish Sculptures.

Nos. 357-372. *Johan Tobias Sergel* (1740-1814; founder of the Swedish school of sculpture): *357. Faun; *359. Psyche and Cupid, his masterpiece; 362. Colossal bust of Gustavus III. (to whose court the sculptor was invited). 373-376. *Erik Gustaf Göthe* (1779-1838); 377-389. *Johan Niklas Byström* (1783-1848; a pupil of Sergel); 390, 391, 395, 396. *Bengt Erland*

Fogelberg (1786-1854); 397. *Carl Gustaf Qvarnström* (1810-67); 769. *Frithjof Kjellberg* (1836-85); 398-401. *Johan Peter Molin* (1814-73); several works by *J. Börjeson* (b. 1836), *Chr. Eriksson*, and *Werner Åkerman*. No. 403. Hylas, by *Bissen the Elder*, a Dane; 404. Magdalen, by *Ant. Novelli* of Florence (d. 1662); 604. Copy by *A. Gille* of a colossal bust of Alexander von Humboldt by *David d'Angers;* 814. Bronze bust of A. Fryxell, the historian, by *W. Runeberg*, a Finlander.

Room IX, a small apartment containing casts and models by *Sergel* and other Swedish sculptors. — Room X, also small, contains book-bindings from the 16th cent. to the present day.

Rooms XI-XIV are occupied by the **Collection of Furniture and Domestic Decoration.**

Room XI. Inlaid ebony cabinets of Italian workmanship (end of the 17th cent.); ivory carvings (Descent from the Cross of the beginning of the 17th cent.); bronzes by *Giov. da Bologna;* tapestry of the 16th cent.; embroidery.

Room XII. Works in ivory and amber (fine draught-boards). In the small room adjacent are Swedish and German tiles (17th cent.).

Room XIII is divided into six sections or cabinets, fitted up in the style of the 16-17th cent.; Nos. 1-4 contain chiefly German furniture, while in Nos. 5 and 6 are some fine Italian pieces. By the end-wall, where the numbering begins, is a Throne Canopy from Denmark (1586); below, a gorgeous Italian table-cover of the 16th century. In the centre of the room: Psyche, borne by three amoretti, a group in bronze by *A. de Vries*, brought from Prague in 1648.

Room XIV is divided into two cabinets: one in the rococo style, the other in the 'Gustavian' (Louis XVI.) style.

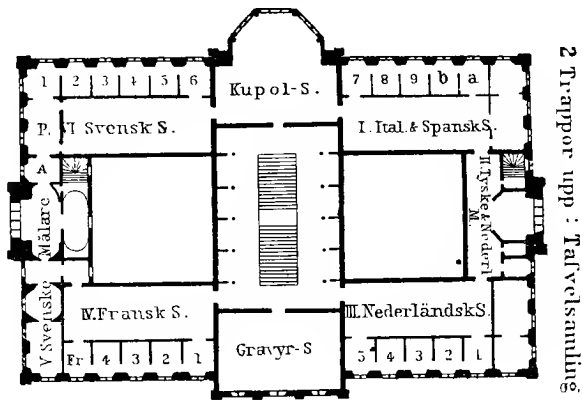
Another marble staircase ascends to the —

SECOND FLOOR, nearly the whole of which is occupied by the picture-gallery. The staircase and the upper landing are adorned with plaster casts after the antique, with a colossal relief of Linnæus by *Chr. Eriksson*, and with busts of *John Ericsson* (d. 1889; inventor of the screw-propeller), his brother Nils (p. 284), P. H. Ling (p. 317), Nordenskjöld (p. 319), and other eminent Swedes.

The ***Gallery of Ancient Masters** was formed chiefly during last century. The collection was greatly enriched by *Queen Louisa Ulrica*, a sister of Frederick the Great, with the aid of *Count Karl G. Tessin*, Swedish ambassador at Paris (1739-42), whose own collection she purchased. Her son *Gustavus III.* followed her example. From that period date in particular the interesting decorative paintings of the French School, and also the best Netherlandish works. The Italian pictures consist of the *Martelli Collection*, purchased at Rome in 1798, and smaller collections purchased later. More recently the gallery has been enriched by gifts from patriotic societies and private donors.

Few of the German, Spanish, and Italian works are of much value, but the French school of last century is better represented here than anywhere out of Paris (large works by *Boucher*, *Desportes*,

and *Oudry*, and cabinet-pieces by *Chardin* and *Lancret*). — Several of the best Netherlands masters of the 17th cent. are also admirably represented: *Rembrandt* by his 'Claudius Civilis', a 'Cook', and several portraits; *Rubens* by his two copies from Titian; and *Snyders*, *Jordaens*, *Fyt*, *C. de Vos*, *Steen*, *P. de Hooch*, *Wynants*, *Wouverman*, *Dou*, *Ostade*, *Van Goyen*, *J. van Ruysdael*, and *Van de Capelle* by pictures of great merit; also several rare masters, chiefly of historical value. — Critical Catalogue in Swedish by *G. Göthe* (3 kr.; 1887); French illustrated edition (3½ kr.; 1893). Each picture bears the name of its painter.



The entrance to the Dome Room (p. 331) from the staircase is flanked by two antique columns brought from Italy by Gustavus III.; from this room we pass through a door on the right into the rooms of the Italian and Spanish masters.

I. The Italian and Spanish Schools occupy a room lighted from above and two of the five adjoining cabinets. The other three cabinets belong to the Modern Schools (see p. 329).

Saloon. Right side: *Unknown Masters*. 759. Still-life, 761. Lazzarone with mandolin, 755. Crown of Thorns; 133. *Leandro Bassano*, Festival of Cleopatra; 82. *Carlo Dolci*, Magdalen; *Marco Ricci*, Monks in a forest. Left side: 11. *Caravaggio* (?), Judith. For the modern pictures temporarily exhibited on stands in this room, see p. 330. — 1st Cabinet (a): 214. *Early Umbrian Master*, The Magi; 84. *Carlo Dolci*, Christ at the house of Simon the Pharisee. — 2nd Cabinet (b): Four sketches by *Tiepolo*, one (188) for a composition in the Cappella Colleoni, in Santa Maria Maggiore at Bergamo.

II. A room beyond the Italian saloon chiefly contains German and Early Dutch Pictures (*Tyske och Nederländske Målare*).

To the left of the entrance, 277-279. *P. Molenaer*, Victory of the Imperialists over the Swedes at Nördlingen (1634). On the right wall, 430. *Fr. Floris*, Sea-gods; 1073. *H. Baldung Grien*, Mercury; 260, 261. *B. Denner*, Portraits of an old man and old woman. Left wall, 370. *Jan Brueghel*,

Market (1609); 466. *Gillis d'Hondecoeter*, Orpheus; 508. *Jan Massys*, Amorous old man and Venus (1566); 1371. *Sir Ant. More* (?), Portrait (early work, 1538); 1520. *Dutch School of the 16th cent.*, Lute-player. Right wall, 257. *L. Cranach the Younger*, Charles V. and John Frederick of Saxony hunting; *Lucas Cranach the Elder*, 258. The purchase, 1080. Lucretia (1528), 255. Luther's father, no number, Luther and his bride. — Farther on, 1334. *Westphalian School* (ca. 1500), SS. Catharine and George.

III. We next reach the *NETHERLANDISH SCHOOL OF THE 16-17TH CENTURIES, in a saloon lighted from above and five cabinets.

SALOON. End-wall, to the left of the entrance: *Rubens*, 595 (school piece), The four fathers of the church; 608. Esther and Ahasuerus (a sketch); *607. The daughters of Cecrops finding Erichthonius (a sketch); 596. Susanna in the bath (school-piece); *606. Samson slaying the lion (a sketch). — On the side-wall: *404. *Van Dyck*, St. Jerome (an early work); *599, *600. *Rubens*, Sacrifice to Fertility, and Bacchanalian Scene, copied by Ruhens in 1601-08 from Titian's famous works at Rome, now at Madrid. — **578. *Rembrandt*, The conspiracy of the Batavians under Claudius Civilis against the Romans, painted in 1662 for the Town Hall of Amsterdam, and the master's largest work after the Night Watch at Amsterdam, although merely the centre of a composition five times the size. — *1120. *Judith Leyster* (pupil of Frans Hals), Flute-player; 500. *P. Lastman*, Sacrifice to Juno. *Rembrandt*, **584. 'Portrait of his cook' (1651); 581, *582. Old man and woman (1655). 462. *M. Hobbema* (?), Hut amid trees; *583. *Rembrandt*, His sister (?; 1632); 616. *J. van Ruysdael*, Forest-path; 1349. *Rembrandt*, St. Peter (1632); 344. *F. Bol*, Portrait; 301. *W. van Aelst*, Spoils of the chase; 1429. *F. Bol*, Lute-player. — End-wall: 585. *Rembrandt*, The preacher J. Uitenbogaert (ca. 1633); 637. *Snyders*, Still-life; 488. *Jordaens*, Adoration of the Shepherds (1618). — Side-wall: *433. *Fyt*, Dead game (1651); *1159. *Jordaens*, King Candaules tempting Gyges; 689. *Corn. de Vos*, Cavaliers at cards; 409. *Antwerp Master* (beginning of the 17th cent.), Portrait; 741. *Dutch Master* (beginning of the 17th cent.), Portrait; 420. *Dutch Master* (middle of the 17th cent.), Labourers in the vineyard; 639. *P. de Vos*, Stag-hunt; *303. *J. d'Arthois*, Large wooded Flemish landscape; 486. *K. du Jardin*, Portrait of H. van Huteren (1674); 534. *Moeyaert*, Preaching of John the Baptist (1631); no number, *F. Snyders*, Fox as the guest of the Crane; 601. *Rubens*, The Graces; 353. *P. Soutman*, The Evangelists.

I. CABINET: 1412, 1413. *J. Lüttichuys*, Portraits; 423. *B. Fabritius*, Family at table (1650); 1046. *G. Horst*, Meeting of Esau and Jacob (1641; sketch). — *418. *G. van den Eeckhout*, Satyr and peasant; 588. *Moeyaert*, The angel leaving Tobias; *579. *Rembrandt*, St. Anastasius in his cell (1631); 441. *J. van Goyen*, River-scene. — *473. *P. de Hooch*, Woman by a cradle; *443. *J. van Goyen*, Dordrecht (1655); *471. *P. de Hooch*, The letter; 539. *Th. de Keyser* (?), Family portraits; 672, 673. *W. van de Velde*, Small sea-pieces; 1386. *P. Codde*, Domestic scene.

II. CABINET: 310. *C. Bega*, Music-lesson (1663); 622. *S. Ruysdael*, Shepherd and shepherdess at a ruin (1642); 356. *R. Brakenburgh*, Dance (1699); *A. van Ostade*, 548, 549. Small portraits, 551. Advocate at his study-table (1664); *1117. *Unknown Master*, Old woman reading (1658); 621. *S. Ruysdael*, Dutch river-scene. — 1184. *Jan M. Molenaer*, Peasant-wedding; 1325. *B. Cuyp*, Resurrection; *G. Dou*, 393. Magdalen, 394. Portrait of himself (?); 682. *Sim. de Vlieger*, In an oak-forest; 1394. *Is. van Ostade*, Interior; 1387. *P. de Molyn*, Landscape; 552. *A. van Ostade*, Tavern; 557. *I. van Ostade*, Youth; *550. *A. van Ostade*, Peasants at their door (1660).

III. CABINET: 677. *C. Verhout*, Sleeping pupil (1663); 658. *Ochtervelt*, Genre-piece; 1353. *Q. van Brekelenkam*, Washing a head. — 618. *J. van Ruysdael*, Seaside-village (an early work); 647. *J. Steen*, Card-players; 593. *Unknown Master*, Butcher; 537. *A. van der Neer*, Moonlight-scene. — 510. *G. Metsu*, Card-players; *683. *H. van Vliet*, Interior of St. Ursula's at

Delft; *562. *J. van de Capelle*, Calm sea (1649); 667. *A. van de Velde*, Young shepherd (an early work; 1657); 326, 327, 1448, 1449. *A. van Beyeren*, Fish.

IV. Cabinet: 485. *K. du Jardin*, Cattle pasturing (1657); 701, 702. *J. Wouverman*, Summer, Winter; eleven pictures by *Ph. Wouverman*, the best Nos. *709 and 714 (Winter-scene, Bridge).

V. Cabinet: 1084. *F. de Moucheron*, Landscape; 594. *W. Romeyn*, Cattle in a grotto. — 483. *Karel du Jardin*, Italian landscape; 453, 1181. *J. de Heem*, Still-life.

Passing through the saloon, and turning to the left, we regain the staircase, from which a doorway, opposite that of the picture gallery, and also flanked with antique columns, leads to the —

Gravyr-Sal, containing the Collection of Engravings and Drawings, the nucleus of which consists of works purchased at Paris by Count Carl G. Tessin (p. 326; Crozat Collection).

The Collection of Engravings consists of over 80,000 plates. The specimens exhibited in the glass-cases are changed from time to time. On the walls are hung several large paintings by Swedish masters: 937, 938. *J. E. Bergh*, Landscapes; *1396. *G. von Rosen*, Nordenskjöld (see p. 319).

The Drawings, particularly those of the Netherlands Schools, are also very valuable. We observe a large and admirable portrait by *Lucas van Leyden;* about a dozen genuine drawings by *Rubens* (including studies for the Rustic Dance and the portraits of Ferdinand and Francesco Gonzaga); nearly as many by *Van Dyck*, of rare excellence (an English couple, Crucifixion of St. Peter, C. van Geest, etc.); a series of very clever sketches by *Adr. Brouwer*, *D. Teniers*, and *Adr. van Ostade;* above all, many admirable and important drawings by *Rembrandt*, about 50 of which are kept in the portfolios. These last are chiefly sketches for pictures (Christ appearing to Mary, for his picture at Brunswick; Sacrifice of Manoah, at Dresden; Abraham's Sacrifice, at St. Petersburg, etc.); also a portrait of Titia van Ulenburgh, his sister-in-law (1639), and several valuable studies.

IV. We next visit the *French Pictures, including many masterpieces and exhibited in a room lighted from above and a cabinet.

Saloon *(Fransk Sal). François Boucher* (1703-70), the eminent painter of pleasure-scenes (temp. Louis XV.), is represented by five pieces: *769. Venus and the Graces bathing, 771. Leda and the swan, 773. 'Pense-t-il au raisin' (1747), 768. Toilet of Venus (1746), these on the right wall; *770. Triumph of Galatea, perhaps the artist's masterpiece (1740), in the middle of the left wall. — *François Desportes* (1661-1743), the painter of still-life and hunting-scenes: on the right wall, 799, 798. Large decorative pieces; end-wall, 801. The point; left wall, 800. Peaches in a silver dish and dead game. — Among the eight pictures by *Jean Baptiste Oudry* (1686-1755), the animal-painter, the best are *867. Stag-hunt (end-wall) and *861. Fight between a poodle and a bittern (left wall). — Seven landscapes (891-897) by *Cl. Jos. Vernet* (1714-89) are distributed throughout the room. — Other notable works on the left wall: 1326. *Jouvenet*, St. Bruno; 845. *Lancret*, Woman skating; *884. *H. Rigaud*, Portrait of Cardinal Fleury; 785. *Chardin*, Still-life; 854. *Le Moyne*, Venus and Adonis (1729); *846. *Van Loo*, Louis XV., full-length; 793. *Noël Nic. Coypel*, Judgment of Paris (1728); 883. *H. Rigaud*, Portrait of Charles XII. in full armour; 813. *G. Poussin*, Landscape. — End-wall: 1314. *N. Largillière*, Count E. Sparre; 1313. *A. Pesne*, Portrait of Ch. Fred. Sparre (1744).

Cabinet: 778, etc., *Chardin;* 772. *Fr. Boucher*, The toilet (1746); *843, *844. *Lancret*, The swing, Blind-man's-buff; 874. *Pater*, The bathers; 888. *H. Taraval*, Venus and Adonis.

The next four cabinets contain Flemish and Dutch paintings.

I. Cabinet. Left of the entrance: 1183. *J. d'Arthois*, Landscape; *407. *Unknown Master*, Drawing-room of Rubens; *653, 654. *D. Teniers the Younger*, Four smokers at a table (about 1648), Tavern (1661). — 603. *Rubens*,

Susannah in the bath (1614); 640. *Snyders*, 1146. *J. van Es*, Still-life; 602. *Rubens*, Two naked children (sketch); 1393. *D. Seghers*, Flowers.

II. Cabinet: 1292. *M. van Helmont*, Rustic festival; 623. *D. Ryckaert the Younger*, Rustic interior; 434. *J. Fyt*, Still-life.

III. Cabinet (Dutch and early-Swedish pictures from a private bequest): *P. van Asch*, Landscape. — 442. *Jan van Goyen*, Halt at the farm; 713. *P. Wouverman*, Sledge and rider; 444. *J. van Goyen*, River-scene; 577. *A. Pynacker*, Landscape. — 536. *Pieter Neeffs*, Church-interior; 517. *P. Moreelse*, Portrait; 436. *Jan Fyt*, Still-life.

IV. Cabinet: 290, 291. *C. Ruthart*, Animal-pieces. In the middle, 380. *Byström*, Innocence (marble).

V. Passing through the French Saloon and the adjoining corridor, we reach four rooms dedicated to the **Swedish Masters of the 17-18th Centuries,** of whom the earliest to attain eminence was *Dav. Klöker von Ehrenstrahl* (1629-98), a native of Hamburg, trained in the Netherlands and Italy. The 18th cent. produced a number of Swedish masters, most of whom, however, worked mainly in Paris or other foreign parts. Among these were *Nikl. Lafrensen* (1698-1756) and *Alex. Roslin* (1710-93), by the latter of whom may be mentioned No. 1010. Gustavus III. and his brothers (1771), a large group in the last room (left). In the same room is No. 1032, by *Wertmüller*, representing Marie Antoinette and her children in the park of the Trianons (1785), presented by the Queen to Gustavus III. — We now return and enter a large room to the right of the corridor, containing a portrait of Ehrenstrahl by himself (No. 949) and portraits of Swedish kings and queens.

Beyond this is a cabinet (Pl. A) of Water Colours by modern Swedish masters, including *Karl Larsson* (b. 1853; 191. His wife and child) and *Anders Leon. Zorn.* — The adjoining Cabinet P. contains ancient and modern Pastels and Miniatures, the latter in show-cases.

VI. The ***Northern Masters of the 19th Century,** whose works are exhibited in a saloon lighted from above, six adjacent cabinets, and the antechamber (dome room), are also for the most part products of foreign schools. Among the earlier Swedish masters the landscape-painter *Karl Joh. Fahlcrantz* (1771-1881) appeals most strongly to modern taste. After 1850 Düsseldorf became the centre of a school of Swedish and Norwegian painters, among the most familiar names of which are *Ad. Tidemand* (1814-76), *Hans Gude* (b. 1825; these two Norwegians), *Bengt Nordenberg* (b. 1822), *F. G. Fagerlin* (b. 1825), and *K. H. d'Unker* (1828-66). Between 1860 and 1870 the reputation of the colourists attracted many Swedes to Munich and Paris, whither *J. K. Boklund* (1817-80) and *J. F. Höckert* (1826-66) had already shown the way. *Georg von Rosen* (b. 1843), *G. Cederström* (b. 1845), *J. Kronberg* (b. 1850), *C. G. Hellqvist* (1851-90), and *Nils Forsberg* (b. 1841) are, perhaps, the best-known of this group. *J. E. Bergh* (1828-80), the landscape-painter, though he worked in Sweden from 1857 to his death, also belongs to the same band. Since 1880 the prevailing influence has been that of the Parisian Impressionists,

among whose Swedish followers are *Hugo Salmson* (1843-94), *Aug. Hagborg* (b. 1852), *Karl Skånberg* (1850-83), *A. L. Zorn* (b. 1860), *Karl Larsson* (b. 1853), and *Bruno Liljefors* (b. 1860). Most of these now reside in their native country. Works of modern Norwegians, as well as those of Danish masters, are but scantily represented here. The nationality of the artists on our list is indicated by S., N., and D.

Saloon (*Svensk Sal*). Entrance-wall: 1154. *G. von Rosen* (S.), King Eric XIV. signing a death-warrant, in the presence of his mistress Catherine Månsdotter and Göran Persson. — Left side-wall: 1381. *J. Kronberg* (S.), Saul and David; 1319. *A. Tidemand* (N.), The fanatics; 1380. *A. Jungstedt* (S.; b. 1859), Swiss quarry; 1287. *B. Nordenberg* (S.), Wedding of Swedish peasants; 1223. *J. A. Malmström* (S.; b. 1829), Dance of elves; 1484. *C. F. Nordström* (S.; b. 1855), Twilight; 1426. *Per Ekström* (S.; b. 1844), Sunrise on the Baltic, near Öland; 1384. *G. Cederström* (S.), Burial at Alsike (Upland); 1474. *R. Thegerström* (S.; b. 1857), Vision of Christ by night. — End-wall: 1425. *G. O. Björck* (S.; b. 1860), Prince Eugene of Sweden; 1402. *E. Skånberg* (S.; 1850-83), Rain at Venice; 1458. *A. Edelfeldt* (Finn; b. 1854), Victor Rydberg, the poet. — Right wall: 1398. *E. Peterssen* (N.; b. 1852), Nocturne; 1406. *Sven A. Thörne* (S.; b. 1850), Swedish scene in spring; 967. *J. Fr. Höckert* (S.), Lapland interior; *1138. *P. G. Wickenberg* (S.; 1812-46), Dutch coast; *H. A. L. Wahlberg* (S.; b. 1834), *1239. Twilight on the sea-coast, 1155. Moonlight-scene; 1329. *Axel Kulle* (S.; b. 1846), Church-elders in N. Germany; 1000. *Axel Nordgren*, Norwegian coast; 936. *S M. Larson* (S.; 1825-64), Norwegian landscape; *G. von Rosen*, 1383. Prodigal Son, 1293. The painter's father; 1459. *C. Josephson* (S.; b. 1851), Österlind, the painter; 1472. *O. P. U. Arborelius* (S.; b. 1842), Swedish landscape; 1355. *J. Fr. Höckert*, Burning of the palace at Stockholm in 1697; 1316. *J. Kronberg* (S.; b. 1850), Nymph; 1376. *Bruno Liljefors* (S.), Foxes; 1405 *Björck*, Venetian shop.

We now pass through Cabinet P. to the Swedish Cabinets.

I. Cabinet: 955. *Fahlcrantz* (S.), Calmar Castle by moonlight.

II. Cabinet: 1028. *J. W. Wahlbom* (S.; 1810-58), Death of Gustavus Adolphus; *1244, 1245. *Wickenberg*, Landscapes; 1356. *L. A. Lindholm* (S.; 1819-54), Interior.

III. Cabinet: 1215. *S. M. Larson* (S.), Sea-piece; 1207. *J. F. Höckert*, Wedding-party in Lapland; 999. *Nordenberg*, Tithe-day in Skåne.

IV. Cabinet: 1030, 1031. *J. W. Wallander* (S.; 1821-88), Scenes from Bellman's poems (p. 336); 991. *Amalia Lindegren* (S.; b. 1814), Girl with orange; *C. H. d'Unker* (S.), 1025. Third-class waiting-room. 1320. Pawnbroker.

V. Cabinet: 1440. *J. A. Malmström*, Swedish child in a landscape; 1113. *P. D. Holm* (S.; b. 1835), Forest; *1204. *Fagerlin* (S.), On the way to recovery; 1210. *Aug. Jernberg*, The broken pipe; 1059. *G. Rydberg* (S.; b. 1845), Landscape; 954. *Fagerlin*, Fisher-boys smoking; 1112. *Agnes Börjesson* (S.; b. 1827), Old love.

VI. Cabinet: 1436, 1435. *K. A. Lindholm* (Finn; b. 1841), Sea-scenes; 1491. *Ol. Hermelin* (S.; b. 1869), 1476. *W. Ferron* (1858-94), Spring-scenes; 1409. *K. S. Flodman* (1863-88), Coast-scene. — 1370. *K. A. Lindmann*, Harbour of Stockholm; 1493. *Alf. Bergström* (S.; b. 1869), Ebb-tide; *Fagerlin*, 1056. Jealousy, 1364. Dutch interior; 1483. *Nils E. Kreuger* (S.; b. 1858), Spring in the province of Halland.

We now go back through the Saloon and the Dome Room (p. 331) to Room I (p. 326), where the acquisitions made at the Stockholm Exhibition of 1897 are temporarily exhibited on stands: *L. Zorn* (S.), Portrait of himself; *Prince Eugene* (S.), Landscape; *Bruno Liljefors*, Eagle; *E. Werenskiold*, Portrait; *O. Bache*, Summer; paintings by *F. Lenbach*, *H. Thoma*, *Raffaelli*, and *Villegas*. Here also are bronze busts by *Meunier*, *Hasselberg*, and *Brandstrup*.

The three adjacent cabinets contain Norwegian and Danish pictures (comp. pp. 14, 409). — 7th Cabinet (Norwegians): 1275. *Morten Müller*, Norwegian landscape. — 8th Cabinet (Norwegians): 1267, 1285, 1336. *C. Hansen* (b. 1841), The visit, The misfortune, Confronting a witness; 1263-65. *H. F. Gude*, Three sea-pieces; 1277. *A. Tidemand*, Fortune-teller and Dale-

carlian peasant-woman; 1311. *Eilif Petersen* (b. 1852), Scholar of the 16th cent.; 1434. *Fritz Thaulow* (b. 1847), January day in Norway. — 9th Cabinet (Danes): 1279. *A. Melbye*, Sea-piece; 1330. *K. F. Sörensen* (1818-79), Storm on the Norwegian coast; 1352. *C. Bloch*, Adoration of the Shepherds; 1428. *J. F. N. Vermehren*, Chess-players.

We now return to the DOME ROOM, which contains all the especially large pictures: 1363. *G. O. Cederström*, Body of Charles XII. (p. 81) on its way to Sweden (winter-scene); 1419. *N. Forsberg* (S.; b. 1842), War-scene of 1870-71. To the right and left of the door: *C. G. Hellqvist* (S.; 1851-90), 1382. Disputation in the Reformation times, 1431. King Waldemar Atterdag at Wisby (p. 351). Then: 1379. *A. Hagborg* (S.; b. 1852), Beach; 1417. *E. Rosenberg* (S.; b. 1858), Autumn morning in Södermanland. Above, 1247, 1248. *M. E. Winge* (S.; b. 1825), 1252. *Arbo* (N.; b. 1831), Scenes from northern mythology; 1397. *J. F. Krouthén* (S.; b. 1858), Aquatic plants; 1282. *K. F. Sörensen*, Sea-piece. Portraits of royal patrons of art and Swedish artists. — We now return to the staircase and descend.

The space in front of the N.W. façade of the Museum is embellished with bronze figures by *J. Börjeson* and *T. Lundberg*, and with the ***Bältespännare** ('belt-duellists'), an admirable group in bronze, the masterpiece of *J. P. Molin*, the Swedish sculptor (1859; cast at Nuremberg in 1867). It represents one of those deadly old Scandinavian duels in which the combatants were bound together with their belts and fought out their battle with their knives. The four reliefs on the pedestal, with their Runic inscriptions from the Edda, represent the cause and the result of the combat.

1. DRINKING. '*Är ikke så godt, som godt (de) säga, öl (för) menniskors söner; ty allt mindre vet, som mer dricker, till sitt sinne mannen*'. ('Not so good as good they say it is, is ale for the sons of men; for the man knows in his mind always less, the more he drinks'.) — 2. JEALOUSY. '*Galna från kloka görer menniskors söner han den mäktiga kärleken*'. ('Mighty love makes fools of wise sons of men'.) — 3. BEGINNING OF THE COMBAT. '*Drogo de ur skidan skidejern, svärdets eggar till behag (för) trollen*'. ('They drew the knife out of the sheath, the edge of the sword, to the satisfaction of the evil spirit'.) — 4. THE WIDOW'S LAMENT. '*Ensam är jag vorden som asp i lunden, fattig på fränder som furan på qvistar*'. ('Solitary am I become, like the aspen in the grove, poor in relations, as the fir in branches'). — See *Pontoppidan's* Første Forsøg paa Norges Historie, 1752, and *Moe's* poem 'Fanitullen'.

From the S. end of the Blasieholm an iron bridge, the *Skeppsholms-Bro*, leads to the **Skeppsholm** (Pl. F, G, 6, 7), an islet containing the *Karl-Johanskyrka* and the chief military and naval depots of Stockholm. The most conspicuous building is the *Kanonier-Kasern*, with its four corner-turrets and lofty gables. The island is intersected by fine avenues. On the S. shore, in front of the *Sjökrigsskola*, or Naval School, rises a monument in memory of the Polar Expedition conducted by *Professor A. E. Nordenskjöld* in 1878-80. On the E. bank of the Skeppsholm is a station for the steam-ferry to the Djurgård (No. 5, p. 306). Close by is a monument erected in 1890 to commemorate the naval victory gained by Gustavus III. over the Russians in 1790 (p. 312). — Fine view of Staden from the W. bank (ferry).

A wooden bridge connects the Skeppsholm with the small **Kastellholm** or *Castle Island* (Pl. G, H, 7), also a favourite promen-

ade. The tower of the *Citadel* commands an admirable *View of the environs (ascent of 94 steps, and then by an iron ladder of 8 steps more; apply to sailors on guard halfway up; fee 50 ö.). On this island also stands the pretty club-house of the Stockholm Skating Club *(Skridskoklubben)*. On the shore, to the right, a good restaurant with garden. Many yachts may be seen on the water.

IV. SÖDERMALM.

At the S. end of Staden lies the *Sluss-Plan* (Pl. E, F, 8; tramway-terminus, see p. 304), adjoined on the W. by the Kornhamns-Torg (p. 313) and on the S. by the *Söderström*, a discharge of Lake Mälaren, through which small vessels pass by means of a '*Sluss*' ('lock' or 'sluice'). This channel is crossed by two iron bridges, leading to the Södermalm. Between the bridges lies an open space called the *Karl-Johans-Torg* (station of the Södermalm steam-tramway), with an equestrian **Statue of Charles XIV. John** (Pl. E, 8), by *Fogelberg*, erected by Oscar I. in 1854. The king is represented in the costume of a Swedish marshal.

The extensive S. quarter of the city, called **Södermalm**, occupies a lofty and picturesque site, with streets following the natural undulations of the rock. One of the chief streets formerly bore the characteristic name of *Besvärs-Gatan* ('fatigue-street'). The great attraction is the view mentioned below.

We turn towards the left from the bridge and reach the ***Katarina-Hissen** (Pl. E, F, 8), or steam-lift, opened in 1883, which carries us in less than a minute to the top of the Södermalm (116 ft.; ascent 5 ö.; descent 3 ö.). The belvedere at the top (adm. 10 ö.; small café) affords the best **View of Stockholm and its environs. It embraces the old town with its churches and the palace, Norrmalm with the dome of the Adolf-Fredriks-Kyrka and the high tower of the Johanns-Kyrka, Östermalm, Blasieholm with the National Museum, the tree-clad Skeppsholm, and the Kastellholm. At our feet extends the Saltsjö, enlivened with ships, among which dart small steam-launches in all directions. To the right lies the Djurgårdsstad, backed by the oaks of the Djurgård and rocky heights; to the left stretches Lake Mälaren. The view has special charms at different hours.

An iron bridge, 160 yds. long, leads from the platform of the Hissen to the Mosebacke-Torg (Pl. F, 9), on the N. side of which are the *Södra Teater* (Pl. 45; F, 8), the garden of *Mosebacken* (Pl. 29; F, 8), and a high water-tower. The Mosebacken Garden affords a view similar to that from the Katarina-Hissen (adm. 10 ö., smörgåsbord 50 ö.). — The large *Katarina-Kyrka* (Pl. F, 9), built in 1656-70 by Jean de la Vallée and restored in 1891, marks the spot where the victims of the 'Stockholm Blood Bath' of 1520 were burned. It is surrounded by a cemetery. To the S. of the churchyard is a handsome national school.

To the W. of the bridges crossing to Södermalm, near the point where the Bellmans-Gatan joins the *Söder-Mälar-Strand* (formed by blasting the rocks; steam-launch from the Kornhamns-Torg, p. 313), rises the ***Maria-Hissen** (Pl. D, 8; 92 ft. high; 6 ö.), another lift or elevator, built into the rock, with a café-restaurant affording a fine view. — From the top of the Maria-Hissen we proceed to the Bellmans-Gatan, cross the Horns-Gatan (tramway No. 7, p. 304), and reach the *Maria-Kyrka* (Pl. E, 8), a building of the 16th cent., restored in 1825.

V. KUNGSHOLMEN.

TRAMWAYS, see p. 304; comp. the Plan (B, A, 5, 6). — STEAM LAUNCHES to (10 min.) *Marieberg* (fare 12 ö.), at half past each hour, starting at the S. end of the *Riddarholm*, near the Wallinska Skola (Pl. 16; D, 7).

Kungsholmen, the W. suburb of Stockholm, offers little to attract the ordinary tourist, but contains several large medical institutions. The more southerly of the two tramway-lines follows the HANDTVERKARE-GATAN, in which, close to the *Nya Kungsholmsbro* (Pl. C, 6), stand the *Serafimer-Lazarett* (to the right), founded in 1752, and (left) the *Karolinska Mediko-Kirurgiska Institut*, or national college for the practical training of physicians, erected in 1811. Beyond the *Royal Mint* (l.) and the *Ulrika-Eleonora-Kyrka* (r.; with an altar-piece by Westin) is a large *Lying-in Hospital* (Pl. 10; A, 6), and a little farther on, also to the left, is the *Military Hospital* (*Garnisons-Sjukhuset;* Pl. A, 6). In the matter of hospitals and care for the sick Stockholm takes one of the highest places among the capitals of Europe.

The S. tramway ends at the Pil-Gatan (Pl. A, 6), and the N. tramway at the Eriks-Gatan, the third cross-street to the right farther on. By following the Handtverkare-Gatan for about 3/4 M. beyond the first of these, we reach two more hospitals, at the beginning of the Drottningholmsväg. The next cross-street is the Mariebergs-Gatan, which we follow to the left, skirting the fence of the *Konradsberg Asylum* and crossing the Rålambsväg to (10-12 min.) a footpath, leading to a hill a little to the E. of the *Barracks of the Military Train*, where we obtain an admirable view of Stockholm and Lake Mälaren. — Near the shore lies the former porcelain-factory of *Marieberg*, not far from which is a pier of the steam-launches.

50. Environs of Stockholm.

The long arm of the Baltic which receives the waters of the Mälar at Stockholm is usually called **Saltsjön**, by way of contrast to the Mälar. This inlet is a '*skärgård*' or archipelago of countless islands, rocks, and reefs, separated by waterways in all directions. The direct distance from Stockholm to the outermost rocks is about 60 Kil. (37 1/2 M.). The rocky banks of this inlet are higher and more picturesque than those of Lake Mälaren, and are enlivened with many villas.

Lake Mälaren (2 ft. above the Baltic), which extends inland from Stockholm for a distance of 130 Kil. (81 M.), and may be described as a fresh-water 'skärgård', contains over 1200 islands ('*öar*', '*holmar*'). At places it is 170 ft. deep. On its banks and its islands may be counted about 200 châteaux and mansions and 106 villages.

Among the finest excursions from Stockholm are those to the *Djurgård* (best late in the afternoon), *Vaxholm*, *Drottningholm*, and *Gripsholm*. Steamers, etc., see *Sveriges Kommunikationer* (and comp. p. 306).

DJURGÅRDEN. — TRAMWAY every 10 min. from the *Norrmalms-Torg* (Pl. E, 3) viâ *Strandvägen;* from *Slussen*, over the *Norrbro* (cars changed at the Norrmalms-Torg), see p. 304. STEAM LAUNCHES, pleasanter, every 1/4 hr. from the piers mentioned at p. 306.

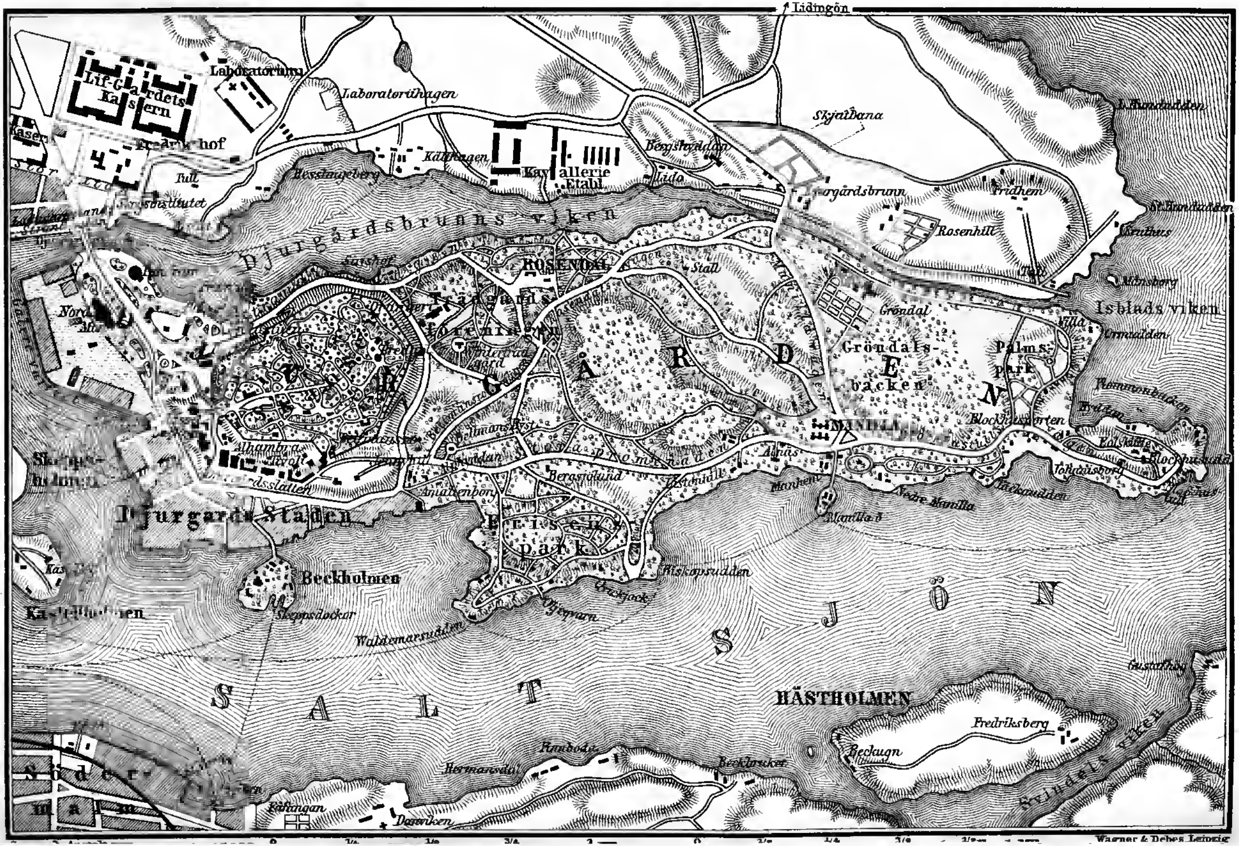
The ***Djurgård**, a delightful park, of which Stockholm is justly proud, with fine old oaks, pleasant villas, and beautiful walks in every direction, occupies an island 2 M. long and about 3/4 M. broad, separated from the mainland by the bay called *Djurgårdsbrunnsviken*. It was laid out by Gustavus III. and Charles XIV. John, having originally been a deer-park, as its name imports. On the W. side of the island lies *Djurgårds-Staden*, the only suburb of Stockholm which is still almost entirely built of timber.

The Djurgård is connected with the mainland, at the E. end of the Strandväg (p. 316), by the *Djurgårdsbro* (Pl. H, 5), a stone bridge built in 1897 and adorned with figures from N. mythology. On the eminence immediately to the S. of this bridge rises the handsome new building of the *Northern Museum* (p. 317), which is being erected from the plans of *Prof. Clason* in the style of the Swedish castles of the 16th century. The materials are granite, sandstone, and limestone.

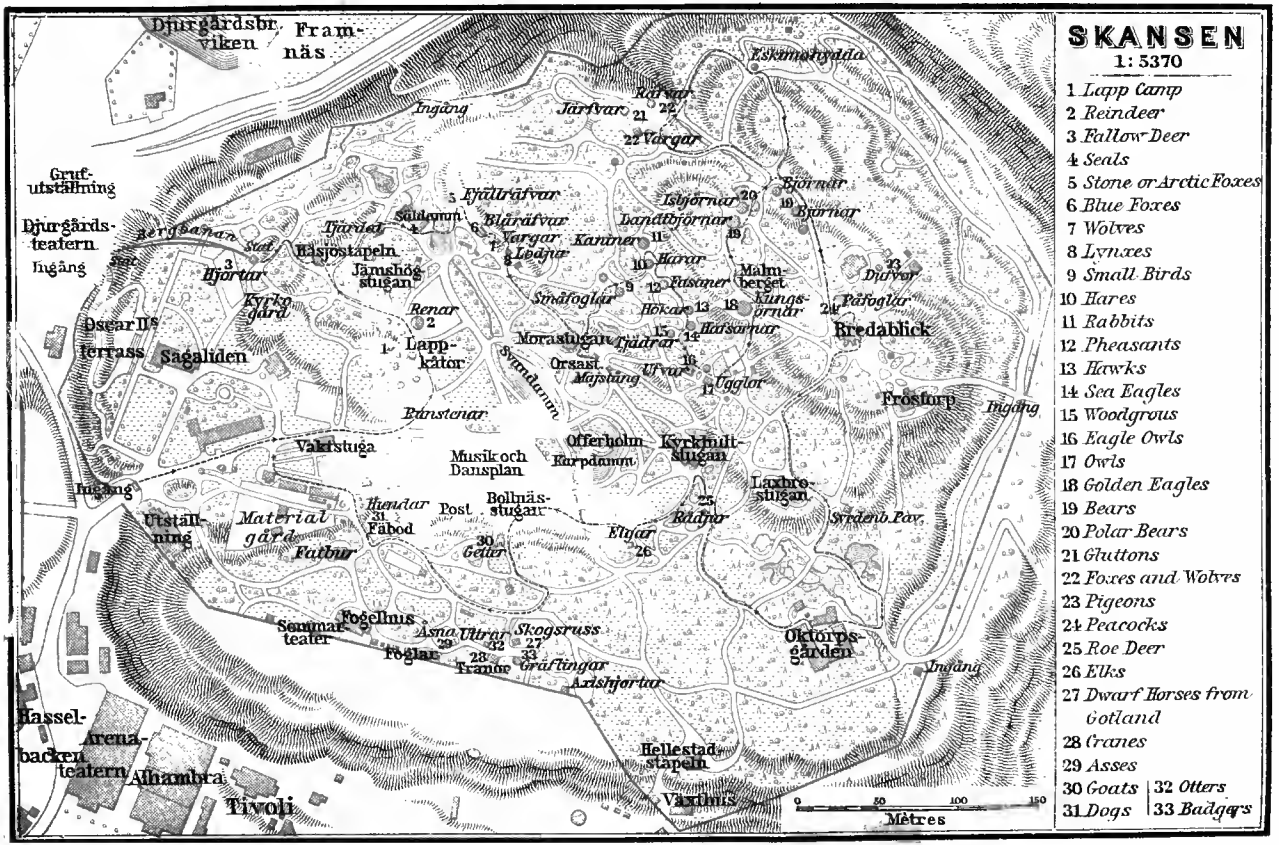
The Scandinavian Exhibition of 1897 was held here and occasioned some changes in the laying out of the ground (comp. the Plan). From the main road a branch leads to the left to the *Djurgårds-Teater* (Pl. I, 5, 6) and the new main entrance to *Skansen* (see below). In front of us is the ***Biological Museum** (Pl. I, 6; adm., see p. 307), a curious wooden building in the style of the Norwegian 'Stavekirker' (see p. 28). Its large hall contains twelve admirably arranged and lifelike groups, illustrating the habits of Scandinavian birds and mammalia.

Farther on is the wide and short *Allmänna-Gränd* (tramway and steam-launches, see pp. 304, 306), leading to the right. On the left is *Hasselbacken* (p. 303), the largest and best of the restaurants, with grounds affording fine views and containing the remains of an oak *('Bellmans Eken')* under which Bellman (see p. 336) composed and sang some of his charming songs. Near this is a statue of the poet by G. A. Nyström. — Beyond Hasselbacken the road expands into the *Djurgårdsslätten* (Pl. I, 6, 7), on open space bordered by the pleasure-resorts of *Arena-Teater*, *Alhambra*, *Novilla*, and *Tivoli*, the last resembling its namesake at Copenhagen (p. 393), with a theatre, a zoological garden, band-concerts, and so on (fine view from the upper part of the garden).

To the N.E. of Hasselbacken lies ****Skansen** (Pl. I, 5, 6; adm.,



Lidingön
Laboratorium
Lif-Gardets Kasern
Laboratorihagen
Skjutbana
Bergshyddan
Kavallerie Etabl.
Tull
Lido
Fridhem
Rosenhill
Djurgårdsbrunns viken
ROSENDAL
Stall
Gröndal
Isblads viken
Gröndals-backen
Palms-park
DJURGÅRDEN
Blockhusporten
Bellmans Byst
Alhambra
Manilla
Bergsjölund
Djurgårdsstaden
Beckholmen
Skeppsdockor
Frisens park
Biskopsudden
Waldemarsudden
Kastellholmen
SALTSJÖN
HÄSTHOLMEN
Fredriksberg
Beckugn
Hermansdal
Beckbrucket
Danviken
Svindels viken
Södermalm
Wagner & Debes Leipzig



SKANSEN

1:5370

1 *Lapp Camp*
2 *Reindeer*
3 *Fallow-Deer*
4 *Seals*
5 *Stone or Arctic Foxes*
6 *Blue Foxes*
7 *Wolves*
8 *Lynxes*
9 *Small Birds*
10 *Hares*
11 *Rabbits*
12 *Pheasants*
13 *Hawks*
14 *Sea Eagles*
15 *Woodgrous*
16 *Eagle Owls*
17 *Owls*
18 *Golden Eagles*
19 *Bears*
20 *Polar Bears*
21 *Gluttons*
22 *Foxes and Wolves*
23 *Pigeons*
24 *Peacocks*
25 *Roe Deer*
26 *Elks*
27 *Dwarf Horses from Gotland*
28 *Cranes*
29 *Asses*
30 *Goats* | 32 *Otters*
31 *Dogs* | 33 *Badgers*

see p. 308), with the 'Open Air Museum' founded in 1891 by *Dr. Artur Hazelius*, a unique ethnological exhibition. The new main entrance adjoins the Djurgårds-Teater (p. 334; inclined railway); there is another to the S., near the road ascending to the N. between Hasselbacken and the Arena-Teater. The enclosure is about 7000 acres in extent and affords, with its rocky hills and lakes, its woods, its pastures, and its cultivated fields, an admirable miniature reproduction of the natural features of Sweden. The fauna and flora of the country are comprehensively illustrated. Examples of the human habitations of the different districts, most of them transferred hither bodily, complete the picture.

From the entrance by the Djurgårds-Teater we ascend to *Oscar II.'s Terrace*, which commands a good view *(Restaurant Sagaliden)*. Farther on we pass a 'churchyard', with quaint old monuments, and reach the *Håsjöstapel*, a reproduction of the Jemtland steeple mentioned at p. 375. — From the other entrance we ascend, passing a *Guard Room*, to the *Lapp Camp* (Special Plan 1), with winter and summer dwellings, and the *Reindeer Enclosure* (Pl. 2). Beyond these is the Håsjöstapel (see above).

In the wood to the N.E. of the Håsjöstapel are the *Tar Boiling Works (Tjärdal)*. Farther on is a *Seal Basin* (Pl. 4) hewn in the rock. Adjacent is a *Stone Hut* from S. Sweden; then *Charcoal Burners' Huts*, a *Nying* (camp-fire for woodmen), large grind-stones and hand-mills (probably from the Stone Age), and some singular old round tombstones. — We now retrace our steps along the edge of the wood, passing the *Foxes' Hole* (Pl. 5; with the rare black fox), the *Foxes' Cage* (Pl. 6; blue fox), and the *Wolves* (Pl. 7). Farther on, close to the wood, are the *Morastuga* from Mora (p. 363), the interior of which is quaintly fitted up, and the *Hackstuga* (hut for preparing grind-stones) from Orsa (p. 364). In front of the latter is a 'Maistång' (May-pole), round which the young people used to dance on May Day. Beyond the Morastuga we reach the pens containing the *Smaller Animals* (Pl. 9-17), such as hares, pheasants, cranes, wood-grouse, wood-pigeons, otters, ospreys, hawks, falcons, ravens, owls, and ptarmigan. Adjoining these is the *Royal Eagles' Aviary* (Pl. 18), to the N. of which are the *Malmberg*, with huge specimens of N. minerals, and the *Bears' Dens* (Pl. 19, 20).

To the E. of the Eagles and S.E. of the Bears rises the ***Bredablick** (adm. 25 ö.), a tower containing a good café and collections of clocks, guild-insignia, etc. The fine view from the upper platform (250 ft.) embraces the whole of Stockholm, with its towers and domes, the conspicuous Palace, the verdant Djurgård, and the bays of the Saltsjö. — To the E. of the Bredablick is an exit near the Horticultural Society's Garden (p. 336).

In the S.E. part of Skansen are the *Laxbrostuga*, the house of a well-to-do miner in S. Dalecarlia, and the *Oktopsgård*, a large thatched farm-house from Halland. To the S. rises the *Hellestadstapel*, a

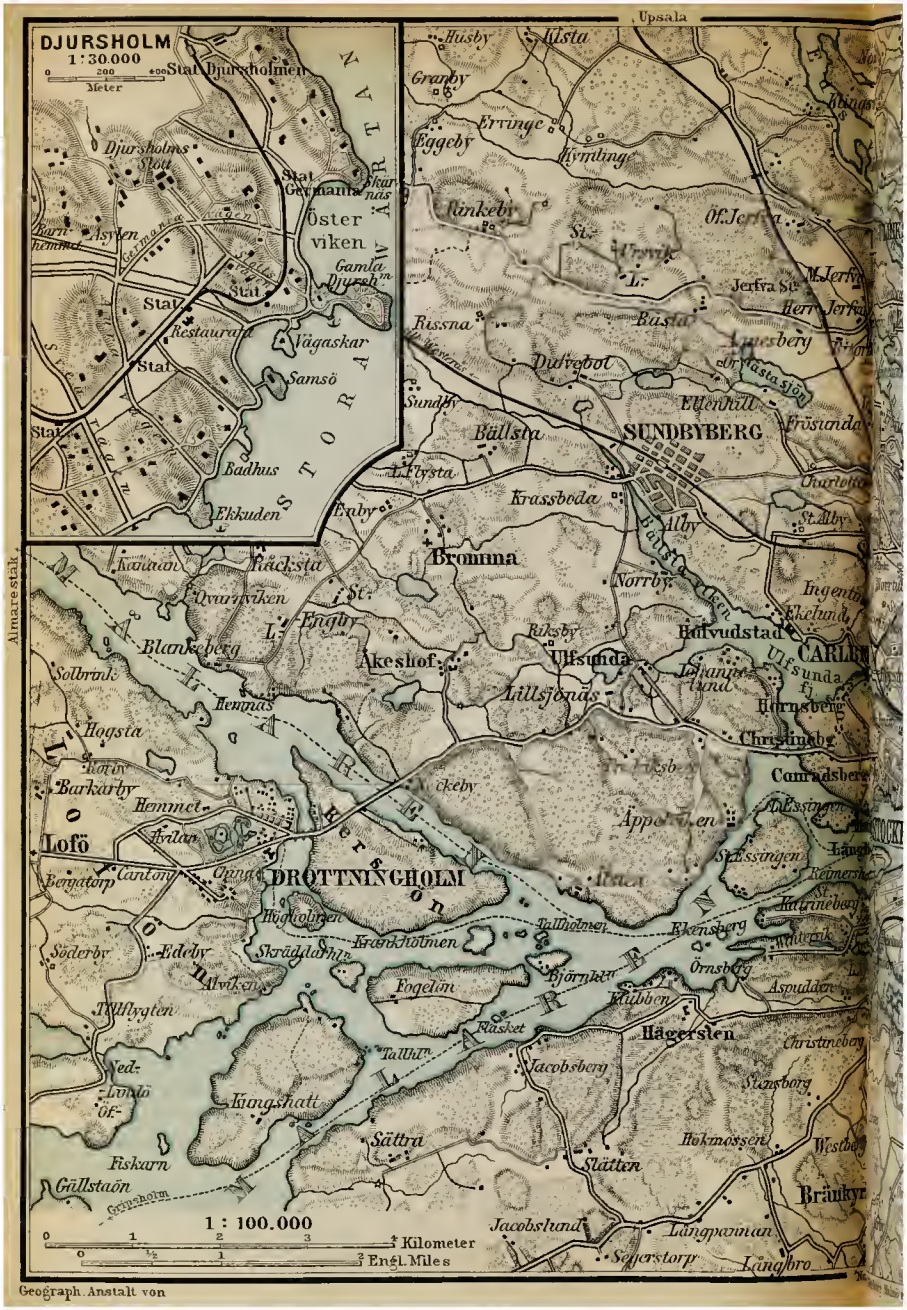
high bell-tower (view). — From the Oktopsgård we proceed to the N.W., passing the enclosures of the *Roes* (Pl. 25) and *Elks* (Pl. 26) and obtaining a view of the *Kyrkhultstuga* (from Blekinge) and the small lakes in the middle of Skansen. We then reach the old *Bollnässtuga*, an erection of the 16th cent. brought from Helsingland and containing objects used in the celebration of 'Jul' (Yule, Christmas). To the S. of the Bollnässtuga, in the wood, are enclosures for '*Skogsrussar*' (dwarf horses from Gotland), *Asses*, *Goats*, and *Cattle* (Pl. 27, 29, 30). The enclosure of the last includes a milk and cheese dairy. The *Fatbur*, conspicuously situated on an eminence to the W., is a reproduction of the storehouse of the manor of Björkvik in Östergötland, one of the oldest wooden buildings in Sweden. It contains a collection of northern implements of husbandry and affords a fine view. Below the hill are a number of *Dog Kennels* (Pl. 31), containing Greenland and Jemtland dogs, etc.

Popular Dances and Sports, generally accompanied by national music, take place here almost every evening in summer. Popular Festivals on a more extensive scale are celebrated on Walpurgis Eve and Walpurgis Day (Apr. 30th, May 1st), on June 6th, the anniversary of Gustavus Vasa's accession, on St. John's Eve and Day ('Midsommerafton', June 23rd-24th), on St. Lucy's Day (Dec. 13th), and at Christmas (Jul).

To the E. of Skansen (gate to the E. of the Bredablick) is the large garden of the *Trädgårds-Förening* or Horticultural Society. — Farther on is **Rosendal**, a royal villa built by Charles XIV. John, with orangeries and hot-houses. In front of the villa stands a huge *Porphyry Vase*, 8½ ft. high and 11½ ft. in diameter.

The S. and S.E. part of the Djurgård, with its fine oaks, green meadows, picturesque rocks, and views of the Saltsjö, affords the most attractive walks. The general direction of the highroad may be followed, but detours should be made in the paths to the right and left. By diverging to the left at the E. end of Djurgårdsslätten (p. 334) we reach (6-7 min.) the *Bellmansro Restaurant*, near which stands a bronze bust of *Karl Michael Bellman* (1740-95), the great improvisatore and the most genial and popular of Swedish poets (by *Byström*, erected in 1829). On 26th July ('Bellmansdagen') crowds of the poet's admirers assemble here to recite his poetry and extol his genius. — A little to the S. is a peninsula called the *Frisens-Park*, commanding fine views, a very popular resort on Sunday afternoons in summer (singing and dancing; refreshments, but no spirits). Farther on, about 1 M. from Hasselbacken, is *Manilla*, a large asylum for the blind and the deaf and dumb (shown Thursdays, 11-1; 'här ser man illa, här hör man illa, här talar man illa', say the local wits). — Farther on are some pleasant villas.

Haga and Ulriksdal. — Tramway (No. 4, p. 304) to the *Stallmästaregården*, and Small Steamer (almost every ½ hr.) to *Kräftricket*, *Haga* (15 ö.), and *Ulriksdals Allé* (20 ö.). The tramway goes on to *Haga Grindar*, at the entrance of the park (p. 337).


DJURSHOLM
1:30.000
Meter
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Engl. Miles
Stat
Djursholmen
Djursholms Slott
Germania
Asylen
Restaurant
Vägaskar
Samsö
Badhus
Ekkuden
Öster viken
Gamla Djursh.
Husby
Klsta
Granby
Ärringe
Eggeby
Kymlinge
Länkeby
St. Ullevi
Öf. Jerfva
M. Jerfva
Jerfva St.
Herr Jerfva
Rissna
Busta
Ingesberg
Dufvegöl
Ullenhill
Frösunda
Sundby
Bällsta
SUNDBYBERG
Charlotte
St. Alby
Alby
Krassboda
Bromma
Norrby
Ingenting
Ekelund
Hufvudstad
CARLBY
Ulfsunda
Riksby
Ulfsunda
Akeshof
Lillsjönäs
Hörnsberg
Christinebg
Conradsberg
Solbrand
Hemmet
Hogsta
Barkarby
Lofö
Appelviken
Drottningholm
Tallhalmen
Ekensberg
Katrineberg
Ekensberg
Örnsberg
Aspudden
Björnkl.
Kalfhorn
Hägersten
Christineberg
Stansborg
Jacobsberg
Kungshatt
Sättra
Hokmossen
Westberg
Fiskarn
Gällstaön
Slätten
Bränkyr
Jacobshand
Långpannan
Långbro
Sellerstorp

Norrtelje
Djursholm Stat.
Danderyd
Berga
Djursholm
Ösby
L. Skraggen
Limpholmarne
Frössvik
Källtorp
Saltholmen
Haga
ASKRIKE FJÄRDEN
Mörby
ULRIKSDAL
Skärviken
Länsman
Björkudden
Katrinelund
Stocksund
Stockby
Stocksberg
Ängsholmen
Tygtorp
Stickling
Gränsta
Bosön
Bo
Annelund
Tranholmen
Ängshyddan
Constancia
Näset
Ekbacken
Bodbroda
L. Skuggan
Lantbr. Akadem.
Experim. fält
Skuggan
Islinge
Hersby
Lidingö
HAGA
Ladugården
Fiskartorpet
Lugnet
Thorsvik
Södra brunn
Röpsten
Baggeby
Mästorp
Bellevue
Lidingsberg
Kottla
Norrtull
Östra Stat.
Värtan St.
Gångsätra
Larsberg
Rörstrand
Ladugårdsgärdet
Borgen
Värtan
N. Arbetsinrättn.
Laboratoriet
Djurgårdsbrunnsviken
Ängsholmen
Rosendal
Johansdal
STOCKHOLM
Kongl. Djurgården
Manilla
Fjäderholmarne
Biskopsudd.
Saltsjöbanans Stat.
Nyckelviken
Länsvik
Liljeholmen
Danviken
Fredriksberg
Sikla ö
Katrineberg
Tanto
Svindelsvik
Årstaviken
Hammarby sjön
Hammarby
Järla
Nackanäs
Järla sjön
Årsta
Fredriksdal
Sundsborg
Lugnet
Nacka
Hästhagen
Walla
Qvarnängen
Ersta
Linde
Nacka Kapell
Enskede
Blåsut
Källtorp
Aytorp
Gulgan
Damtorpet
Östberga
Dalen
Örby
Tussmote
Sandsborg
Kärrtorp
Söderby
Tenntorp
Vaxholm
Saltsjöbaden
köping, Göteborg, Malmö etc.
Wagner & Debes, Leipzig.

We may also use the Djursholm electric railway (see below) to *Stocksund*, and proceed thence by steam-launch to *Ulriksdal* (the railway-conductor should be informed at the taking of the ticket).

Railway to Vårtahamnen (from the Central Station). A branch-line (8 Kil., in 25 min.; fares 30, 20 ö.) runs to *Värtahamnen*, on the Lilla Värtan, the new harbour of Stockholm; intermediate stations: *Karlberg* (p. 342), *Norrtull*, *Stallmästaregården-Albano*, and *Ugglevikskällan*. Norrtull lies to the S. of the park of Haga (see below); at *Albano* the line crosses the Stockholm and Djursholm and Stockholm and Rimbo railways (p. 349). — Another line goes to *Jerfva*, which lies to the W. of Ulriksdal (see below).

Beyond the Observatory (p. 320) the tramway follows the *Norrtulls-Gatan* to the *Norrtull*, on the outskirts of the city (comp. Pl. B, 2, A; 2, 1), then passes under the Värtahamn railway, and reaches the station of *Stallmästaregården*, near the garden-restaurant of that name, at the S. end of the bay of *Brunnsviken*. Small steamers run hence to (12 min.) the château of Haga and on through the strait of Ålkistan to (40 min.) Ulriksdals Allé.

The tramway-terminus is near the New Cemetery, opposite the iron gate *(Haga Grindar)* of the park of Haga, on the right, whence we reach the château in 1/4 hr. — The royal château of **Haga**, an unpretending building, with a charming but rather neglected park, on the W. bank of the pretty Brunnsvik, was built by Gustavus III. in 1786-88, and was his favourite residence. Higher up in the wood are the foundations of a much grander building begun by the same king, but never completed.

The *Nya Kyrkogården*, or new cemetery, a little beyond the gate of the Haga Park, contains some handsome monuments. On the highroad, 1/2 M. farther on, is the *Crematorium*. — The old *Solna-Kyrka*, to the S.W. of the new cemetery, has a tower built of blocks of granite, the foundation of which is said to date from pagan days.

At the N. end of the Brunnsvik, about 2 M. from the Stallmästaregården, and 1 1/4 M. from Haga, lies *Nedre Jerfva* (a few hundred paces to the E. of rail. stat. *Jerfva*), usually known as *Ulriksdals Allé* (station of the steam-launches). A fine avenue, flanked with villas, leads hence to the N. in 1/4 hr. to the royal château of **Ulriksdal**, on the *Edsvik*. This was erected at the end of the 17th cent. by General Jacob de la Gardie, and afterwards came into the possession of Prince Ulrik, a son of Charles XI. It is partly furnished with old furniture from the collections of Charles XV. In the park is the *Ulriksdals-Kyrka*, erected by Scholander in 1865 in the Dutch Renaissance style.

Djursholm. — Electric Railway in summer about 20 times a day in 25-40 min. (fare 40 ö., there and back 60 ö.).

Small Steamer from Charles XII.'s statue (Pl. E, 5) thrice daily (4 times on Sun.) past the S. side of the Djurgård and the *Värta Harbour* (see above), through the *Lindingöbro*, and past the E. side of the island of *Tranholm* (1 1/2 hr.). — Beyond Djursholm the steamer goes on to *Bosö* and *Rydboholm*.

The electric railway starts in the *Engelbrekts-Gatan*, at the S.W. corner of the Humlegård (Pl. D, E, 3; p. 320; tramway No. 1, p. 304). The first stopping-place is the *Östra Station* (Pl. D, 1). At *Albano*

(p. 337) we intersect the Värtahamn railway. Farther on we pass the *Experimental Station* of the Academy of Agriculture and *Frescati*. To the left, at the latter, is the botanical garden of Bergiilund. Beyond the canal is the station of *Ålkistan*. The line then crosses the *Stocksund*, which connects the bay of *Edsviken* with the Lilla Värtan, and reaches the station of *Stocksund*, with the power house of the railway (steam-launch to *Ulriksdal*, see p. 336). The last intermediate stations are *Mörby* and *Ösby*, where the railway to Rimbo (p. 349) diverges. Comp. the inset on the accompanying Map of the Environs of Stockholm. There are several stopping-places in Djursholm.

Djursholm (**Strandberg's Restaurant*, with view) is a colony of villas, sprung up on a manor of this name extending along the hilly shore of the *Stora Värtan*. About 1/3 M. to the N.W. of the third station is the old *Château* of the manor (restored). Djursholm itself offers little of interest, but the steamer-trip is picturesque.

VAXHOLM. — STEAMBOATS, 10-15 times daily, from the *Logårdstrappa* (Pl. E, 6), from *Karl den Tolftes Torg* (Pl. E, 5, 6), and from the *Nya Blasieholmshamn* (Pl. F, 5) in 1 1/2-2 hrs. (fare 50-75 ö.).

The steamer passes the Djurgård and then steers to the N.E., past the entrance to the bay of *Lilla Värtan* and the *Lidingö*. On our right lies the mainland. Farther on we enter a broader basin. On the left lies the *Askrike Fjärd*. The steamer then threads its way between rocky islands until it stops beneath the guns of the fortress.

Vaxholm *(*Hotel)* is a little fishing-town, with 1600 inhab. and many country-houses. On a rocky islet between the Vaxholm and the *Rindö* rises the *Fortress of Vaxholm*, founded by Gustavus Vasa and lately strengthened. On the E. end of the Rindö is the fortress of *Oskar-Fredriksborg*, partly hewn in the solid rock. These two strongholds command the only approach to Stockholm navigable for large vessels. Opposite Oskar-Fredriksborg is the *Fredriksborg*, a picturesque ruined tower on the *Vermdö*.

*SALTSJÖBADEN. — RAILWAY hourly in 1/2-3/4 hr. (fare 75 ö., return-fare 1 kr.); steam-ferry between Karl den Tolftes Torg (Pl. E, 6) and the rail. stat. *Stadsgården* (Pl. F, 8), fare 5 ö., return-fare 10 ö.

The railway threads a tunnel and runs through a picturesque district of pine-wood and rock. After stopping at *Fåfängen* and *Henriksdal* it threads a second tunnel. A little to the S. of stat. *Sickla* is the popular garden-restaurant of *Nackanäs*. *Dufnäs*, the halfway station, lies at the W. end of the *Lännerstasund*, which is connected with the Saltsjö (N.) by the narrow *Skurusund*. Stations: *Lännerstasund* and *Neglinje*. All these stations contain groups of villas, with bath-houses and boat-houses by the waterside. The train crosses a narrow strait, and reaches the peninsula on the E. side of which the watering-place lies.

Saltsjöbaden (comp. the accompanying Map), founded in 1892, and now much frequented, lies in the S. part of the *Baggensfjärd*,

Norra Vaxholmsfjärden
Vaxön
VAXHOLM
Rindö
Skanpö
Tallare-fjärden
Södra Vaxholms fjärden
Bogesund
Långnö viken
ASKRIKE FJÄRDEN
Långholms fjärden
Högarns fjärden
St. Högarn
L. Högarn
Hustega fjärden
Gåshaga
Tynningö
Vasholmen
Notholmen
Risholmen
Kungsborg
Kungarne
Velamsund
ORMINGE LANDET
Hallkaks sundet
Sågsjön
Gustafsberg
Farsta
Farsta viken
Eriksvik
Bo Kapell
BAGGENS FJÄRDEN
Lännersta sunden
Sikla ö
Dufnäs
Skuru
St. Björknäs
Eknäs
Trefvinge
Neglinge
Saltsjöbaden
SALTSJÖBADEN
1:30.000
600 Meter
Belvedere
Villa Bernström
Station
Gr. Hotel
Bellevue
Restaur.
Sanatorium
Badhus
Stockholm
Osc. Fredriksborg
Geograph. Anst. von Wagner & Debes, Leipzig
Maßstab 1:100.000
0 1/2 1 2 Engl. Miles

which is named in honour of the Swedish naval hero, Jacob Bagge (d. 1577). Near the station stands the palatial *Grand Hotel*, with about 100 rooms (R. 3-5, B. 1, warm bath 1½ kr.), with a view of the bay. To the left (S.E.) is a bridge joining the mainland with a wooded island, crowned by a **Restaurant* (D. 3 kr.), affording fine views. Good paths, provided with benches, skirt the pine-woods round the bay. — About ¼ M. to the right (S.W.) of the Grand Hotel are the sea-baths (25 ö.; bath-sheet 25 ö., second towel 10 ö., bathing-suit 10 ö.). — A sign-post at the station indicates the way to the *Smörgås-Paviljong* ('Pav.' on our Map).

On the *Farstavik*, a N.E. bay of the Baggensfjärd, lies **Gustafsberg**, with a large porcelain-factory, of which the soft 'Frittenporzellan', biscuit ware, and light-coloured faience enjoy a considerable reputation. Steamers ply between Gustafsberg and Stockholm (Gustav III.'s statue, Pl. E, F, 6) eight times daily, in 1½-2 hrs. (fare 75 ö.).

The sea-bathing place of **Dalarö**, with a hotel and numerous villas, lies more on the open sea, 20 Kil. to the S. of Saltsjöbaden, whence it is reached by steamer thrice daily. — Steamers ply occasionally from Dalarö to *Gålö*, *Ornö*, *Muskö* (with the harbour of *Elfsnabben*, where Gustavus Adolphus embarked for Germany in 1630), and *Utö*, with iron-mines.

On one of the outermost islands of the Skärgård lies *Sandhamn*, to which a steamer plies daily from Saltsjöbaden, viâ *Stafsnäs*.

The excursions in the DISTRICT OF LAKE MÄLAREN have scenic charms almost equal to those of the Saltsjö, and possess more historic interest.

*DROTTNINGHOLM. — STEAMBOAT 3-6 times daily in summer (Sun. and holidays 12 times), from *Gymnasii-Gränden*, near the S. end of Riddarholmen (by the Wallinska Skolan, Pl. 16, D 7) in ¾ hr. (fare 50 ö., return-fare 1 kr.). — CARRIAGE there and back 8 kr.; but the road is very muddy after rain, and very dusty in dry weather.

As the steamer leaves, we enjoy a fine retrospect of Stockholm, with the tower of the Klara-Kyrka and the dome of the Adolf-Fredriks-Kyrka especially prominent (both in Norrmalm). Farther on we pass the *Långholm* on the left, with an extensive reformatory. To the right is *Marieberg* (p. 333). All the islands are dotted with villas and gardens. To the S. of Långholm is the *Reimersholm* with its large distillery. Then, the islands of *Lilla* and *Stora Essingen*. On the left, the islet of *Ekensberg;* on the mainland, the château of *Hägersten;* and on the bank, *Klubben* and other villas. A little farther on, the Sigtuna and Upsala arm of Lake Mälaren diverges to the N.W. We steer between the *Kersö* on the right and the *Fogelö* on the left, and soon reach the palace, situated a little to the S. of the village of Drottningholm and the Kersö bridge. Near the landing-place are a good café (left) and an unpretending restaurant.

The ***Palace of Drottningholm**, situated on the *Lofö*, derives its name ('Queen's Island') from the queen of John III., who founded it at the end of the 16th cent.; but the present edifice was built nearly a century later by *Nicodemus Tessin* and his son (p. 310) by order of Hedvig Eleonora, widow of Charles X. Gustavus.

The palace was afterwards adorned with pictures, precious tapestry, and other works of art by kings Adolphus Frederick, Gustavus III., and Oscar I. King Oscar II. usually resides here in summer. Admission on application to the 'Vaktmästare' (fee 1 kr., for a party 50 ö. each). — The gardens, partly laid out in the old French style, are embellished with sculptures in bronze and marble by *Adr. de Vries* and his pupils. They are adjoined by an extensive park, in the S.W. part of which are a theatre and a maze of the time of Gustavus III. Farther on, 3/4 M. to the S.W. of the palace, is the *Chinese Pagoda* ('Kina Slott'), erected by Adolphus Frederick in 1770 as a surprise for his queen Louisa Ulrika (fee 1/2-1 kr.).

MARIEFRED and GRIPSHOLM. — EXCURSION STEAMER several times weekly ('Lustresor'), returning the same day (fare 2 1/2 kr.; restaurant on board). The single journey takes 3 3/4 hrs. (fare 1 1/2 kr.). On Thurs. the steamers start from the Munkbro (Pl. D, E, 7), on Mon., Tues., & Frid. from Riddarholmen (S.W. side; Pl. D, 7). On Sun. there are two steamers, one from each quay. — The RAILWAY from Stockholm to Mariefred (see p. 300) takes 2 1/2-3 1/2 hrs. (fares 4 kr. 30, 2 kr. 90 ö.; return, 6 kr. 50, 4 kr. 30 ö.).

The steamboat passes between the *Fogelö* (p. 339) and the mainland. Then, on the right, the island of *Kungshatt*, so named from a rock crowned with an iron hat, in memory of the tradition that a Swedish king sprang with his horse from this rock into the lake and escaped from his pursuers, leaving his hat behind him. We next enter a strait, 7 M. long, between the *Munsö* (right) and the mainland. On the latter is the château of *Sturehof*, and on the island the church of *Eckerö*. The island of *Kaggeholm*, with a château built by Field-Marshal Kagg, terminates the broader arm of the lake, which is connected by two narrow straits only with the *Södra Björkfjärd*. The lake expands here into a broad basin. A little to the N. is the *Björkö*, the ancient *Birka*, on which a granite cross was erected in 1834 in memory of St. Ansgar, who first preached Christianity here in 829. Farther to the N. is the *Adelsö*, and nearer lie the *Kurö* and the *Ridö*. In the distance is the *Selaö*, with the castle of Mälsåker (p. 342). On the left lies the mainland with the church of *Enhörna*, in front of which are several islets. We now steer to the S., and enter the *Gripsholms-Vik*, on the W. bank of which, not visible from the steamer, is *Räfsnäs*, where Gustavus Vasa received tidings of the death of his father Eric in the massacre of 1520 (p. 313). On the S. bank of the bay is the château of *Näsby*, and in a creek to the W. of it are seen the red houses and the church tower of Mariefred, with the castle of Gripsholm.

Mariefred *(*Stadshus)*, a little town of 1000 inhab., owes its origin to the monastery of 'Pax Mariæ' founded here at the end of the 15th cent. by *Sten Sture the Elder*. On a promontory to the S., rising proudly from an environment of dark foliage, is the —

***Castle of Gripsholm**, with its four red towers mirrored in the Mälar. At the end of the 14th cent. this site was occupied by a castle of *Bo Jonsson Grip* ('the griffin', so named from the griffin in his armorial bearings), the all-powerful minister of King Albert. The present castle was built by *Gustavus Vasa* (1537), who at the same time suppressed the monastery. In 1563-67 Vasa's son *John*, who had been condemned to death by the Estates for rebellion, was kept a prisoner here by his brother *Eric XIV.*; but having deposed Eric in 1568, he kept him, after he had become insane, confined here from 1571 to 1573. At a later period *Charles IX.*, when Duke of Södermanland (p. lxiv), *Hedwig Eleonora*, the widow of Charles X. Gustavus (d. 1715), and lastly the merry king *Gustavus III.* resided here. The latter erected a theatre at Gripsholm, as in several other places, and caused some of his dramas to be performed in it for the first time. On 29th March, 1809, the unpopular *Gustavus IV. Adolphus* signed his abdication in this castle.

The Outer Court contains two huge bronze cannon (the 'Boar' and the 'Sow'), captured at Ivangorod in 1581.

Interior (always open; adm. on Sun. 10 ö., Thurs. 50 ö.; on other days 1 pers. 1 kr., 2 or more 50 ö. each). — The First Floor contains the so-called *Prison of John III.*, a picturesque tower-chamber of the end of the 16th cent., with ornamental painting and panelling (coats-of-arms and the initials C. D:, those of Duke Charles of Södermanland). Adjacent are some tastefully restored rooms with old mural paintings in the so-called Vasa style (Swedish Renaissance) and fine wooden ceilings. In one is the genealogical tree of Christian III. of Denmark, on linen. — Second Floor. *Vestibule*, with Renaissance ceiling of 1543. To the left of this is the round *Saloon of Gustavus III.*, with portraits of that king (by Roslin) and his contemporaries, and a fine view. This is adjoined by the *Rooms of the Queen*, in the 'Gustavian' (or Louis XVI.) style; among the portraits are several by A. Pesne. Farther on is the *Throne Room*, recently refitted in the Vasa style. Passing through the *Princess Rooms*, tastefully decorated in the 'Gustavian' style and containing youthful portraits of Marie Antoinette and her sisters, we reach the *Rooms of the King*, which served as the state-prison of Gustavus IV. in 1809. The Bedroom contains an old ceiling, a painted frieze, and the state-bed of Charles XI.; the Council Room has a wooden ceiling, a fine cabinet, and a portrait of Gustavus Vasa (ca. 1558); in the Audience Room are portraits of all the Swedish rulers from Gustavus Vasa (d. 1560) to Oscar I. (d. 1859). — Third Floor. *Theatre of Gustavus III.*, occupying the place of the old private chapel and left entirely unchanged. Adjacent is the equipment of a room from the Great Theatre of Stockholm (p. 315; now destroyed), where it was known as 'Gustavus III.'s Study'. To the left of this point, in another tower, is a cage-like room, wrongly named the *Prison of Eric XIV.* By the lately restored *Guard Room* we reach the *Griffin Tower*, with the armoury. A pictnresque but inconvenient staircase descends hence direct to the inner court.

The Collection of Portraits, founded in the 17th cent. and now in process of re-arrangement, contains portraits of almost all the prominent Swedes from 1600 to 1800. There are about 1900 pictures in all.

A walk round the castle is recommended.

Strengnäs. — Steamers, about 4 times daily, from the Munkbrohamn (Pl. D, E, 7), also a few from the W. quay of the Riddarholm, in 3½-4 hrs. (fare 2½ or 1½ kr.). — The Railway (see p. 300) also takes ca. 4 hrs. (fares 5 kr. 25. 3 kr. 5 ö.).

Beyond the Gripsholms-Vik (p. 340) opens the broad bay of *Prestfjärden*, bounded on the W. by the *Selaö*, the largest island in Lake Mälaren. On the Selaö are the large estate and château of *Mälsåker* and the church of *Ytter-Selaö*. After having passed through the narrow strait between the Selaö and the mainland we observe on the right the small *Tynnelsö*, with an old château, and then *Tosterö*, opposite the S. end of which lies —

Strengnäs *(Hotel)*, a town with 2000 inhab., half of which has been rebuilt since a fire in 1871. Strengnäs became an episcopal see in 1291, and in 1523 witnessed the election of Gustavus Vasa to the throne of Sweden. The handsome Gothic **Cathedral*, consecrated in 1291, has been repeatedly injured by fire and restored. The disproportionate thickness of the columns is accounted for by the fact that the walls were considerably lowered in 1551. We observe the monuments of Sten Sture the Elder (d. 1504), Charles IX. (d. 1609), his two wives, and his natural son Karlsson Gyllenhjelm (d. 1650; with the fetters worn by him when a captive in Poland), Admiral Stenbock (d. 1717, in captivity at Copenhagen), and several antiquities. — The old episcopal mansion built by Bishop Conrad Rogge, with picturesque gables and turrets, now a school-house, contains the room in which the election of Gustavus Vasa took place. The *Episcopal Library* contains valuable collections, MSS., and coins.

51. From Stockholm to Upsala.

66 Kil. RAILWAY in $1^1/_2$-$2^1/_2$ hrs. (express fares 4 kr., 2 kr. 65 ö.; ordinary, 3 kr. 50, 2 kr. 35 ö.; return-tickets, available for two days, at a fare and a half; no first class).

The train starts from the Central Station (p. 303) and skirts the Klaravik, at the end of which, to the right, are the *Atlas Railway Carriage Works* and the porcelain-factory of *Rörstrand*, founded in 1727 (wares curious in form and bright in colouring). The first stopping-place of the ordinary trains is **Karlberg**, situated on the N. bank of the *Karlsbergsjö* (the bay adjoining the Klaravik) and possessing a large *Château*, erected by Karlsson Gyllenhjelm (see above) at the beginning of the 17th cent. and converted into a military school in 1792. The railway skirts the park of the château. — Farther on, the line to Värtahamnen (p. 337) diverges to the right, and the line to Vesterås to the left (R. 53). To the right is the church of *Solna* (p. 337). — 7 Kil. *Jerfva*, 20 min. from the château of Ulriksdal (p. 337). Farther on we observe *Edsberg* on the right, at the N. end of the *Edsvik*, and *Sollentunaholm* on the *Norrvik* (with the church of Sollentuna to the left). 19 Kil. *Rotebro*; 24 Kil. *Väsby*.

32 Kil. **Rosersberg**, the station for the *CHÂTEAU OF ROSERSBERG *(Rosersbergs Slott)*, with its beautiful park, situated amid wood, $1^1/_2$ M. to the W. on a bay of Lake Mälaren. The château, now a

school of gunnery for officers, contains a number of pictures and sculptures and a library of 7000 vols., a catalogue of which was written by Charles XIII. himself.

37 Kil. *Märsta*, whence a road leads to the E. to *Sigtuna* (8 Kil.; it turns to the left after 3 Kil. and afterwards crosses the *Garnsvik*; Sigtuna, see p. 344). 49 Kil. *Knifsta;* 59 Kil. *Bergsbrunna.* We now obtain a fine view of the plain of Upsala *(Upsala-Slätten)*, the cradle of Swedish culture, with the churches of *Danmark* and *Vaksala* (to the right).

From *Danmark*, 1½ M. to the E. of Bergsbrunna, we may walk in ½ hr. to *Hammarby*, with the country-house of *Linnæus*, in which he died in 1778, containing a small memorial museum. — Near Hammarby are the celebrated *Mora Stones ('Morastenar')*. The ten stones now remaining are enclosed in a stone building erected in 1770. It was here that the newly elected kings swore to observe the laws of the country, and they then received an oath of allegiance from the '*lagmän*', or judges, in the name of the people, who prayed that God might grant the king a long life, with the reservation, 'if he be a good king'. After each ceremony of the kind the name of the king was inscribed on one of the stones.

The train crosses the *Säfjaå*, an affluent of the *Fyriså*. The large white building to the left is a District Lunatic Asylum. The houses of (66 Kil.) **Upsala** (p. 345) now appear to the left.

The Steamer Journey to Upsala may be recommended to travellers of leisure (90 Kil., in about 6 hrs.). The boat starts daily at 9 a.m. from the W. side of Riddarholmen (Pl. D, 7; fare 2 kr.). Another boat, leaving the Mälarehamn (Pl. D, 7), plies to *Sigtuna* (3 hrs.; 1½ kr.) and *Örsundsbro*.

Though much longer, the voyage to Upsala by steamer is more interesting than the railway-journey. The first part of it has already been described (p. 339). We steer to the right into an arm of the Mälar which separates the *Kersö* from the mainland. By the *Nockeby Bridge* we see the palace of Drottningholm on the left (p. 339). This arm of the lake resembles a river, the left bank of which is formed by the *Lofö* further on. On the right, opposite the N. end of the latter, lies the estate of *Hesselby*. After steering through a group of islands we enter another broader expanse. On the left is the island of *Svartsö*, with a dilapidated château, once a monastery. On the right lies the estate of *Riddersvik* on the mainland. To the left opens the *Näsfjärd*. We now steer to the N. into a part of the lake called *Görväln*, where, on the right, lies the estate of *Görväln*, and on the left that of *Lennartsnäs*.

About 2 hrs. from Stockholm we reach the narrow strait of *Stäket*, an island in which, called *Almäre-Stäk*, contains fragments of the ancient castle of that name, which was taken by Sten Sture the Younger from the rebellious Bishop Gustaf Trolle of Upsala and destroyed in 1517.

Farther on we pass the island of *Munkholm* on the left, beyond which is the entrance to an arm of the lake called *Skarfven*. On the right lies the estate of *Runsa*. In a bay to the right, but not

visible from the steamer, is the château of *Rosersberg* (p. 342), at which the Sigtuna steamer only calls.

In a bay to the right we observe the picturesque château of *Steninge*, once the property of Marshal von Fersen, who was murdered by the populace at Stockholm in 1812 (p. 313). The park contains a monument to his memory. We now enter the *Sigtuna-Fjärd*, in which, to the right, at the entrance to the long *Garnsvik*, a creek running inland to the N., lies —

Sigtuna *(Inn)*, prettily situated, once one of the largest and finest towns in Sweden, but now containing 550 inhab. only. It was founded at the beginning of the 11th cent. by King Olaf Eriksson, and was destroyed by the Esthonians in 1187. The ruins of the churches of *St. Peter*, *St. Lawrence*, *St. Olaf*, and *St. Nicholas* bear witness to the ancient importance of the place. — To Märsta, 11 Kil., see p. 343.

Our vessel steers to the N.W. through the narrow arm of the lake, which expands at places. On the left is *Signildsberg*, the site of a still more ancient town of Sigtuna *(För-Sigtuna* or *Forn-Sigtuna)*, the scene of the saga of Hagbart and Signe. On the same bank lies *Håtunaholm*, with the church of *Håtuna*, where dukes Eric and Waldemar took their brother King Birger prisoner in 1306 and compelled him to grant them extensive privileges. A few years later Birger revenged himself by inviting them to Nyköping, where he caused them to be thrown into prison and starved to death, an act of barbarity which cost him his throne (comp. p. lv).

Beyond the *Erikssund* the lake expands into the *Skofjärd*, on the left side of which rises the —

Skokloster (properly *Skogkloster*, 'forest monastery'; station), a large château, square in form, enclosing a court in the interior, with four towers at the corners roofed with copper. It occupies the site of a Dominican, afterwards Cistercian, monastery, suppressed by Gustavus Vasa, and presented by Gustavus Adolphus to Marshal Herman Wrangel, whose son Charles Gustavus Wrangel erected the château in the style of that of Aschaffenburg in Germany and filled it with treasures captured during the Thirty Years' War. After his death it passed into the possession of Count Brahe, his son-in-law, to whose family it still belongs.

The INTERIOR, still unfinished, forms a kind of museum of art and antiquities. The handsome VESTIBULE is borne by eight Ionic columns of white marble, presented by Queen Christina. The KUNGSSAL has a richly decorated stucco ceiling. The staircases and vestibules are embellished with numerous portraits, pictures by *Ehrenstrahl* and others, and rich tapestry. Among the portraits is one of Gustavus Adolphus, with Heidelberg in the background, painted six weeks before his death. — The LIBRARY contains 30,000 vols. and many MSS. — Observe also the ARMOURY with 1200 guns of various kinds; also swords, daggers, and bows, the sword of Ziska, the famous Hussite leader, the sword used by the executioner at the 'Blood Bath of Linköping' (p. 297), and the shield of Emp. Charles V., attributed to *Benvenuto Cellini*, and captured at Prague in 1648.

The park of the château contains a monument to Count Magnus Brahe (d. 1844), a friend of King Charles XIV. John. The Gothic *Skokyrka*, formerly the church of the monastery, restored in the 17th cent. by Marshal Herman Wrangel, contains the burial-vault of the Marshal and a pulpit captured at Oliva, near Dantsic, in the Thirty Years' War. [We may row from Skokloster in about an hour to *Ålsike*, and drive thence to (7 Kil.) Knifsta railway-station (p. 343).]

Beyond Skokloster we steer through the *Stafsund* into the *Ekoln*. On the right are the church of *Alsike* and the estate of *Krusenberg*. Then, on the left, the churches of *Åker*, *Dalby*, and *Näs*. At the N.E. end of the Ekoln, at the mouth of the small *Fyriså*, lie *Kungshamn*, where the kings of Upsala once kept their fleet, and *Flottsund*. The steamer ascends the Fyriså to Upsala in about 1/2 hr. more. On the left, nearly halfway up, is the agricultural school of *Ultuna*. Of Upsala we see nothing till quite close to the town.

Upsala. — RAILWAY STATION on the E. side of the town (Pl. D, E, 3, 4). STEAMBOATS stop opposite the *Strömparterre* (Pl, D, 4, 5).

Hotels. *STADS-HOTEL (Pl. 28; C, 4), Drottning-Gatan 9, R., L., & A. 2 1/2 kr., with good café-restaurant. — HÔTEL SVEA (Pl. 10; D, 4), Kungs-Gatan, near the railway-station; *ST. ERIK (Pl. 9; D, 4), Bangårds-Gatan, also near the rail. station, with rooms only.

Restaurants. *Gillet* (Pl. 6; C, 3), in Vestra Ågatan, to the E. of the Cathedral; **Flustret* (*i.e.* 'hole of a beehive'; Pl. D, 4), in the Strömparterre, a favourite summer-resort of the students, who call it 'Stora Förderfvet' ('great ruination'), with music in the evening ('smörgåsbord' 75 ö.).

Booksellers. *Akademiska Bokhandeln*, Dombro; *Lundequistska Bokhandeln*, Drottning-Gatan and Östra Ågatan.

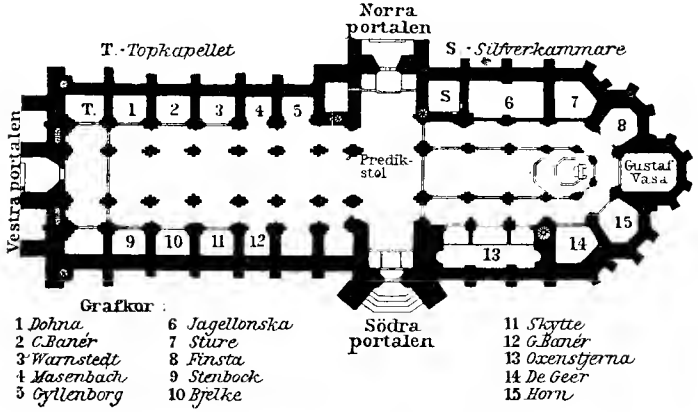
Cabs *(Åkare).* Per drive 75 ö., per hr. for 1 pers. 1 1/4, for 2 pers. 1 1/2 kr.; with two horses 1 1/4 kr. per drive, 2 kr. per hr. (1-4 pers.). To Gamla Upsala (p. 349) or Vaksala (p. 343) 1 kr. 30 or 1 kr. 50 ö., with two horses 2 kr. 30 ö. (there and back, a half more).

Post Office (Pl. 22; D, 4), Östra Ågatan 35. — **Telegraph Office** (Pl. 29; C, 3), Svartbäcks-Gatan 2 (1st floor).

Upsala ('the lofty halls'), a famous university-town, and residence of the archbishop, the 'landshöfding', and other officials, with 23,000 inhab., lies in a fertile plain on both banks of the *Fyriså*, which is crossed by five bridges. The modern part of the town lies on the flat E. bank, while the older quarters are on the sloping W. bank. The extension of the town is in process (see Plan). Upsala was formerly called *Östra-Aros* (p. 354), and formed the commercial town and harbour of the kings of Sweden when they resided at Gamla Upsala. In 1276 the archiepiscopal see (p. liv) was transferred from Gamla Upsala to the present town, while the kings chose Stockholm as their residence. As Trondhjem in Norway, Upsala is the historical centre of Sweden. It was also once the great stronghold of paganism (comp. p. 349). The University, the chief modern centre of attraction, was founded by Sten Sture the Elder in 1477 and refounded by decree of the Reformation As-

sembly in 1593, but did not become of great importance until Gustavus Adolphus endowed it with 2000 farms.

The ***Cathedral** (Pl. C, 3), situated on a height rising above the Fyriså, in the N. part of the city, was erected in 1230-1435, and consists of a nave, aisles flanked with chapels, a slightly projecting transept, a choir, and an ambulatory with a fringe of chapels. In its plan and execution the church resembles the French cathedrals, due allowance being made for the greater simplicity necessitated by the use of brick instead of stone. The first architect was, indeed, *Etienne de Bonneuil*, 'tailleur de pierre', one of the assistant-builders of Notre Dame at Paris, who was doubtless employed through the influence of Swedish students at the university of Paris. The contract was concluded at Paris on 8th Sept., 1287. The building advanced very slowly. In 1310 an altar was



consecrated in the E. part of the church, and the whole cathedral was dedicated in 1435. A new vaulting was added five years later. The restoration of the edifice, towards which government, the city, and private individuals contributed about 1 million kr., was completed by *E. V. Langlet* in 1883-93 from the designs of *F. Zettervall*. The towers (388 ft. high), surmounted by slender copper-sheathed spires, and the flèches are entirely new. The finest portal is that on the S., which was originally built about 1300 and is adorned with elaborate carving, restored by *Th. Lundberg*.

The Interior ('Klockäre' at the adjoining 'Domtrapphus'; fee ½-1 kr.), 120 yds. long, 45 yds. broad, and 108 ft. high, rests on 26 pillars. The paintings on the wall and vaults of the nave (decorative), transept (Old Testament scenes), and choir (New Testament scenes, etc.) are all by *A. Lindegren*. The stained-glass windows were executed by *R. Callmander* from *Lindegren's* designs. The ornate pulpit, designed by *Nic. Tessin* (p. 310), is a masterpiece of the baroque style. The large organ and triplicate Gothic altar are modern, from the designs of *Zettervall*. One of the candelabra

(ljuskronor), in silver (1648), weighs 52½ lbs. Behind the altar, guarded by an iron cage, is the silver sarcophagus of *King Eric IX.*, the patron saint of Sweden, who was killed here in 1160 by the Danes. The so-called crown of King Eric, hanging above, is of silver-gilt and weighs 20 lbs.

The Chapels of the Ambulatory, as well as those of the aisles, have been fitted up as burial-chapels since the Reformation. The capitals of the columns should be noticed. At the back of the choir is the *Burial Chapel of Gustavus Vasa ('Gustavianska Koret'; d. 1560), with modern stained glass by *Way*, containing the king's recumbent figure, between those of *Catherine of Lauenburg* and *Margaretha Lejonhufvud*, his first two wives, and also the separate tomb of his third wife, *Karin Stenbock*. On the walls are two large and five small frescoes by *Sandberg* (1837), depicting scenes from Vasa's life, and the words of his last address to the Estates in 1560. — The Chapel of Katarina Jagellonica, on the N. side of the ambulatory, contains the monument of that queen, wife of John III., erected by her son Sigismund in 1583, and also the marble *Monument of John III.* (d. 1592), which was executed in Italy, but wrecked on the voyage from Leghorn to Sweden, and taken to Dantsic, where it remained till reclaimed by Gustavus III. in 1782. — The other chapels around the choir belong to the illustrious families of *Sture*, *Brahe-Finsta*, *Horn*, *Oxenstjerna*, and *De Geer* (with mural paintings of the 16th century).

The similar chapels in the Nave, beginning at the transept, belong as follows: on the N., to the families of *Gyllenborg*, *Masenbach*, *Warnstedt*, *Carl Banér* (with the tomb of Linnæus, by Sergel), and *Dohna*; on the S., to the families of *Gustav Banér*, *Skytte* (with the tomb of Johan Skytte, chancellor of the university under Gustavus Adolphus), *Bjelke*, and *Stenbock*. The last contains the tombs of Archbp. C. F. Mennander (d. 1786), by Angelini of Rome, and Archbp. Svebilius.

The Sacristy, in the N. transept, contains curiosities and precious relics: chalice and paten of 1541 (German work); crowns, sceptre, and orb of John III. and Catherine Jagellonica; crowns of Gustavus Vasa and his consort; chalice, altar-cross, and candelabra of the 17th and 18th cent.; archiepiscopal crozier of 1164.

To the N. of the cathedral is the *Eriks Källa* (Pl. 25), or Spring of St. Eric, which burst forth on the spot where the saint was killed.

Opposite the W. façade of the cathedral stands the *Gustavianum* (Pl. 7; B, 3), the oldest of the present buildings of the university, founded by Gustavus Adolphus and containing the Zoological Institute. The gardens, which extend from the Gustavianum to the eminence crowned by the new University, are embellished with a statue (by Börjeson) of *Geijer the Poet*, the singer of the ancient pagan glories of Upsala. On the side of the lofty pedestal is a Swedish maiden with a lyre.

The new **University Building** (Pl. 31; D, 3, 4), erected in 1877-86 by *H. T. Holmgren* in the Renaissance style, consists of red brick and grey sandstone, with ornamentation in polished granite. On the central block are allegorical statues of the four faculties and the initials of Swedish monarchs who have benefited the institution.

Interior ('Vaktmästare' ½-1 kr.). In the hall are a marble bust of Charles X. and a plaster bust of Gustavus Adolphus. The handsome staircase has pillars and steps of green marble. At the top of the staircase are casts from the antique and *Byström's* group of Juno and the young Hercules. The chancellor's room contains a magnificent casket presented to Gustavus Adolphus by the city of Augsburg in 1632. Other rooms contain portraits of professors; the Aula is beautifully decorated in blue and gold. — On the groundfloor is the large 'Stora Consistoriet', or senate-hall.

The university has now over 50 professors, 70 lecturers and tutors, and about 1800 students. Each student is bound to attach himself to one

of the thirteen 'nations', most of which, like the colleges of Oxford and Cambridge, have their own buildings, presided over by curators, inspectors, and a committee of management. The members are divided into seniores, juniores, and recentiores. Duelling, to which severe penalties were attached by a law of 1682, is now unknown. One of the chief 'national' recreations is quartet-singing.

To the S. of the cathedral is the *Trefaldighets-Kyrka* (Pl. 30; B, C, 4), or *Bondkyrka* ('church of the Trinity', or 'of the peasants'), older than the cathedral, but uninteresting. Farther on is a promenade called *Odins Lund* (Pl. 21; B, 4), with an obelisk in memory of Gustavus Adolphus. Beyond it we reach the —

University Library (Pl. 2; B, 4), containing over 200,000 printed volumes and 12,000 MSS. The building, thoroughly restored in 1888-92, was built in 1819-41 on the site of the Academia Carolina (founded by Charles IX.), and is therefore known as the *Carolina Rediviva*.

The 'Visnings-Sal', or exhibition room, on the groundfloor is open to visitors daily throughout the year, 10-2, on application to the 'Vaktmästare' (½-1 kr.). The chief treasure is the famous **Codex Argenteus*, a translation of the four Gospels into Mœso-Gothic by *Bishop Ulphilas*, dating from the second half of the 4th century, written on 187 leaves of parchment in gold and silver letters on a reddish ground. This precious MS., captured at Prague in 1648, was presented by Queen Christina to Vossius, her librarian, and was purchased from him for 400 crowns by De la Gardie, the chancellor of the university. It is to this work of Ulphilas that we are almost exclusively indebted for our knowledge of the ancient Gothic language, which stands nearly in the same relation to the Germanic languages as Sanskrit to the whole Aryan family. — Other interesting exhibits are the *Decretum Consilii Upsaliensis* of 1593 (pp. 345, 346), with numerous signatures; German letters of Gustavus Adolphus; letter from Marie Antoinette to Gustavus III.; early Swedish printed books (from 1483); plan of Paris (1739); etc.

In the basement is a *Collection of Coins.*

In the *Carolina Park* (Pl. B, 4) are a *Monument of Charles XIV. John*, by Fogelberg, and numerous Runic stones. To the S.W. of the park rises the *Chemical Laboratory* (Pl. B, 4), with the *Physical Cabinet.*

On a hill on the S. side of the town rises the large but only half-finished **Slott** (Pl. C, 4), a castle founded by Gustavus Vasa in 1548. In this castle Eric XIV. caused the ill-fated Count Sture to be murdered, and it was here that Queen Christina abdicated. Fine **View* from the E. side of the castle over the town, to the N. of which Gamla Upsala is visible. Behind (to the W.) of the castle is a bust of Vasa by Fogelberg, on a pedestal surrounded by cannon.

Footpaths descend on the E. slopes of the castle-hill to the grounds of the *Strömparterre* (Pl. C, D, 4, 5; Restaurant Flustret, see p. 345). To the right is the large *Hospital (Sjukhus).*

Among the other university institutions are the *Observatory* (Pl. A, 3); the *Regnelleanum* (Pl. 23; C, 4); the *Anatomy Building* (Pl. 1; D, 4); the *Collection of Northern Antiquities* ('Nordiska Fornsaker'), St. Lars-Gatan 2; and the *Botanic Garden* (Pl. A, B, 5), to the W. of the castle-hill, with palm-houses and an orangery. The

lecture-room of the last contains a marble *Statue of Linnæus* by Byström. The celebrated botanist resided at No. 27 Svartbäcks-Gatan (Pl. 11; C, 3), near the old Botanic Garden, and in summer at *Hammarby* (p. 343).

The CEMETERY (Pl. A, B, 4) contains monuments of many eminent men.

The most interesting spot near Upsala is **Gamla Upsala**, 2½ M. to the N.E., the first station on the Gefle railway (p. 365). On foot or by carriage (see p. 345) we follow the road parallel with the Gefle railway, first on the left (W.), then on the right of the line. Gamla Upsala was the seat of the early pagan kings of Sweden. The site of its famous temple is said to be marked by the present rude village-church, which has recently been shown to be only the E. portion of an originally much larger church. Adjacent are the three *Kungshögar*, or Tumuli of the Kings, named after the Scandinavian gods, *Thor*, *Odin*, and *Freyr*, each about 58 ft. high and 225 ft. in diameter. The hill farthest to the E. (the *Odin Hill*) was opened in 1846-47, and under the sand, embedded in gravel, were found an urn, 7 in. high and 9 in. in diameter, containing calcined bones, and other objects now preserved in the National Museum at Stockholm (groundfloor, Room III). The urn was left where it was found. The two other hills, opened in 1874 and 1876, were found to be constructed on a similar plan. The Odin Hill commands a fine view across the cultivated plain towards Upsala, with the castle and cathedral rising picturesquely in the background. To the E. of this hill, on the other side of the road, is the *Tingshög* ('assize hill'), 32 ft. in height, from which the kings down to Gustavus Vasa used to address their subjects. In the neighbouring farm travellers are offered mead (mjöd) in a silver-mounted horn (½ bottle 40 ö.).

FROM UPSALA TO NORRTELJE (81 Kil., railway in 4 hrs.). Intermediate stations unimportant. 21 Kil. *Lenna;* 41 Kil. *Knutby;* 60 Kil. *Rimbo*, connected with Stockholm (Östra Station) by the railway mentioned at p. 337 (56 Kil., in 3 hrs.). — 81 Kil. **Norrtelje** (*Stads-Hotel*), a busy little trading town with 2500 inhab., lies in a pretty district at the W. end of the bay of *Norrteljevik*, on the Baltic. In summer it is a favourite watering-place.

52. The Island of Gotland.

STEAMBOAT from Stockholm (Riddarholm, Norra Blasieholmshamnen) to Wisby 9 times weekly in 12-13 hrs.; fares 10 kr. in the 'hytt' or cabin, 8 kr. in the 'aktersalong', without separate berths; return-tickets, valid for a week by any steamer, 15 or 12 kr. The steamers leave Stockholm in the evening; travellers should rise early the next morning for the view of the island as the steamer approaches. The return from Wisby also is made in the evening. — The Mon. and Thurs. steamers go on from Wisby to *Kalmar* or *Norrköping*, and the Wed. steamer (the 'Klintehamn') sails round the island (comp. p. 354). — From Stockholm (Skeppsbro) to *Stettin* viâ Wisby, once á week.

The **Island of Gotland** *(Gutaland)*, the largest in the Baltic, about 70 Engl. M. in length and 20-35 M. in breadth, lies about 60 M. from the mainland of Sweden and 37 M. from the island of Öland. It consists of a single plateau of limestone rock of the Silurian formation (overlaid with sandstone at the S. end), rising to a height of 70-100 ft., and ending abruptly on the sea-board in cliffs, here known as *Klint*. From this plateau rise a few isolated hills, as the *Thorsburg* (225 ft.) and the *Hoburg* (120 ft.). The is-

lands of *Stora* and *Lilla Karlsö*, to the S.W. of *Klintehamn* (p. 354), are 190 ft. and 210 ft. high respectively. In every part of Gotland occur large boulders of gneiss, granite, and porphyry *(gråstenar, vräkstenar,* or *rullstenar)*, deposited by ice when the island lay under water. There are no valleys or brooks in the island worthy of mention, but a large part of its surface is covered with small lakes *(träsk)* and swamps *(myrar)*, gradually being drained or used as peat-moors (jestingly called the 'gold-mines of Gotland'). The largest of these is the *Lummelunds-Myr*. The few scanty streams in the island are lost in the thirsty limestone soil, or in summer dry up altogether. Here and there, however, a spring wells forth from one of the 'landborgar' in sufficient volume to turn a mill-wheel. The limestone rocks are pierced with numerous grottoes. The greater part of the island is fertile and well cultivated. The climate is mild, trees flourish, and the venerable walls of Wisby are luxuriantly clothed with ivy. The population (51,000) is chiefly engaged in agriculture and cattle-breeding. The small horses ('skogsrussar') and sheep of Gotland, both highly prized, are allowed to run wild in summer. Quarrying and lime-burning are among the other resources of the island.

The History of Gotland, and more particularly that of Wisby, its capital, the ancient 'place of sacrifice' (from *vi*, 'victim'), situated at the foot of the *Klint*, is closely connected with the great trade-route between Asia, Novgorod in Russia, and the Baltic, which was established at a very remote period and had its chief emporium on this island. Until the beginning of the 12th cent. the trade of Gotland was entirely in the hands of the Goths, who founded a trading-factory in Novgorod; but the increasing importance of the traffic attracted the attention of the Germans, who by-and-by preponderated to such an extent that more than half of the council and one of the two superior magistrates were Germans. In 1280 Wisby and Lübeck formed an alliance, joined two years later by Riga, for the purpose of protecting the Baltic traders against pirates. The famous maritime *Code of Wisby*, a compilation from Netherlandish and Romanic sources, and written in low German, is called the 'Waterrecht, dat de Kooplüde und de Schippers gemaket hebben to Wisby'.

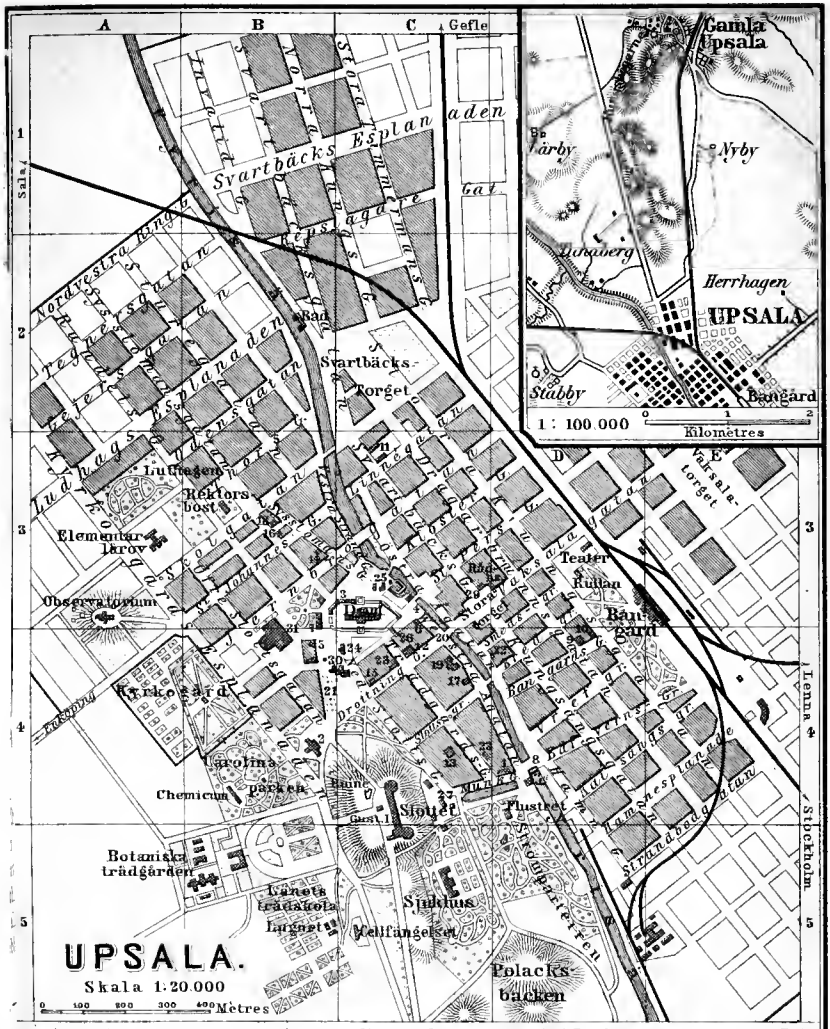
The wealth of the town in its palmy days was proverbial: —

'Guld väga de Gutar på lispundsvåg
Och spela med ädlaste stenar.
Svinen äta ur silfvertråg
Och hustrurna spinna på guld-tenar'.

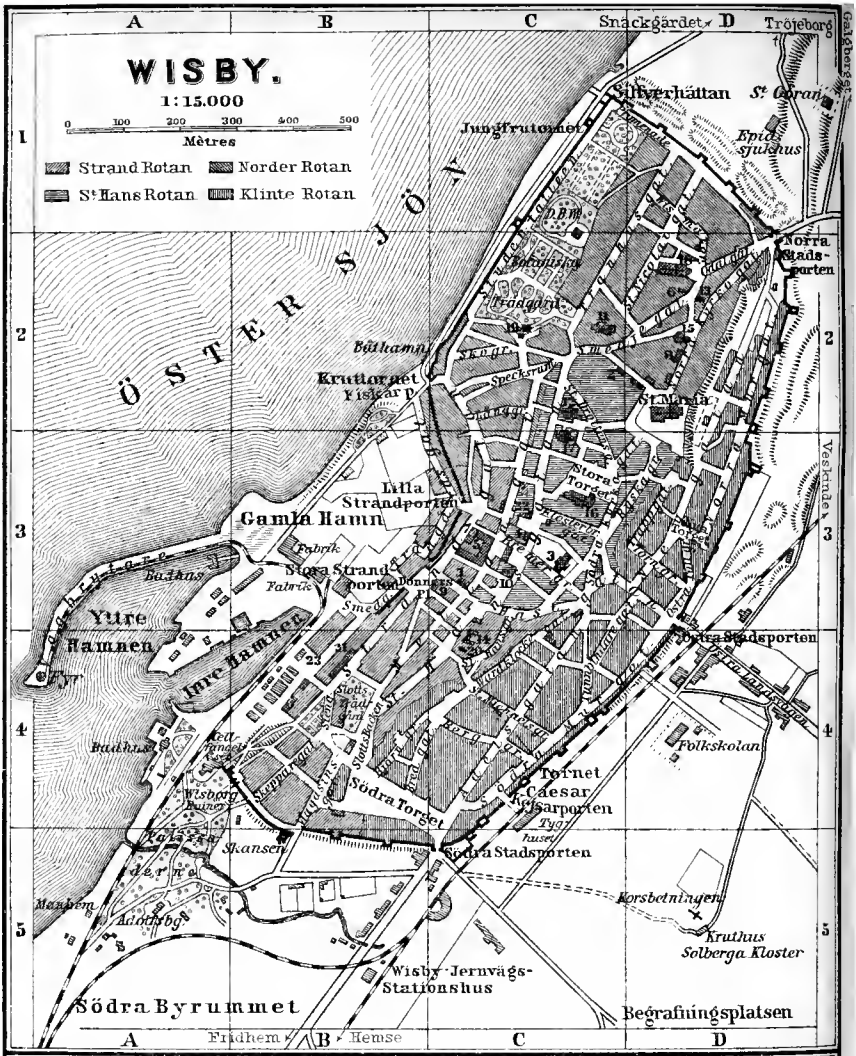
(Old Ballad).

(The Gotlanders weigh their gold with twenty-pound weights and play with the choicest jewels. The pigs eat out of silver troughs, and the women spin with golden distaffs.)

But Wisby was soon outstripped by Lübeck; and as early as 1293 the *Hanseatic League* decreed that appeals from the factory at



1 *Anatomicum*	D.4.	Nations husen:		22 *Posthuset*	D.4.
2 *Carolina Rediviva*	B.4.	12 *Götebors*	C.4.	23 *Regnellæanum*	C.4.
3 *Consistorium*	C.3.	13 *Östgöta*	C.4.	24 *Seminarium*	C.4.
4 *Dombron*	C.3.	14 *Smålands*	B.3.	25 *St Erikskälla*	C.3.
5 *Erkebiskopshuset*	B.4.	15 *Stockholms*	C.4.	26 *Skytteanum*	C.4.
6 *Gillet*	C.3.	16 *Uplands*	B.3.	27 *Slottskällan*	C.4.
7 *Gustavianum*	B.3.	17 *Vestgota*	C.4.	28 *Stadshotellet*	C.4.
8 *Islandsbron*	D.4.	18 *Vestm. o Dala*	B.3.	29 *Telegrafen*	C.3.
9 *H.St.Erik*	D.4.	19 *Norrlands*	C.4.	30 *Trefald kyrka*	B.C.4.
10 *Hot. Svea*	D.4.	20 *Nybron*	C.4.	31 *Nya Universitetshuset*	B.3.4.
11 *Linnés ford. botaniska trädgård*	C.3.	21 *Odinshund*	B.4.		



1. *Apotheket*	C. 3.	9. *Hypotek Bank*	C. 3.	17. *St. Lars*	C. 3.
2. *Biskopshuset*	C. D. 2.	10. *Kaserne*	C. 3.	*St. Maria*	D. 2.
3. *Elementar Läroverket*	C. 3.	11. *St. Clemens*	C. 2.	18. *St. Nicolaus*	D. 2.
4. *Fattighuset*	C. 3.	12. *St. Drotten*	C. 2.	19. *St. Olof*	C. 2.
5. *Förådshuset*	C. 5.	13. *St. Gertrud*	D. 2.	20. *St. Per*	C. 4.
6. *Frimurare Logen*	D. 2.	14. *St. Hans*	C. 4.	21. *Landshöfdingeresidenset*	B. 4.
7. *Gotlands Fornsal*	C. 3.	15. *Helge Andskyrkan*	D. 2.	22. *Rådhuset*	C. 3.
8. *Hospital*	D. 2.	16. *St. Katarina*	C. 3.	23. *Tullhuset*	B. 4.

Geograph. Anstalt von Wagner & Debes, Leipzig

Novgorod should no longer be heard at Wisby, but only at Lübeck. Wisby thus lost its position as mistress of the Baltic trade. It was attacked by Valdemar III. of Denmark in 1361, and a bloody victory over the peasants of Gotland, of whom 1800 fell, outside the gates of the town (July 31st) left him master of the island. The inhabitants of Wisby, who had believed themselves to be safe behind their walls, offered no farther resistance, and the town was plundered. During the following centuries Wisby was involved in the wars between Sweden and Denmark, and Gotland seems to have been a refuge for adventurers and marauders of all kinds. At length it was finally reunited to its mother-country by the *Peace of Brömsebro* in 1645.

Wisby. — **Hotels.** STADS-HOTEL, Strand-Gatan (Pl. B, C, 3), with café-restaurant, with tariff of a hotel of the first class, English spoken; SMEDMAN'S, Häst-Gatan (Pl. C, 3), GÄSTGIFVAREGÅRD, St. Hans-Gatan (Pl. B, 4), both hôtels-garnis. — **Restaurants.** **Paviljong* (see below); *Fru Romin*, *Börskällaren*, both plain but good.

Baths. *Nya Badhusbolagets Badhus* (Pl. A, 4), to the S. of the harbour, adjoined by a *Café*. — **Tourists' Bureau** *(Lindström)*, at the harbour, for information as to tours in the island. — **British Vice-Consul,** *Mr. Edward Cramer*.

The RUINED CHURCHES of *St. Nicholas*, *Helge-And*, *St. Lars*, and *St. Katharina* are open daily 10-3 (5 ö.), at other times on application to the *Vaktmästare Sandahl*, who lives opposite St. Nicholas. — The collection of antiquities in *Gotland's Fornsal* (p. 353) is open daily 1-2 (Sun. 12-2); adm. 25 ö.

Wisby or *Visby*, which now contains 7900 inhab., or about one-third of its population in the days of its mediæval prosperity, is picturesquely situated partly at the base of and partly upon the *Klint*, a cliff 100 ft. in height, and now occupies less than half of the area enclosed by its walls. The unused space is covered with gardens, amidst which stand the imposing and carefully preserved ruined churches, while the town is still enclosed by its ancient walls. Both from sea and land the town presents a grand appearance.

Wisby is divided into four *rotar* or quarters, indicated on the Plan by different shading. *St. Hans-Rotan*, the oldest part of the town, contained most of the churches; *Strand-Rotan* adjoins the old harbour, now filled up and covered with gardens; *Norder-Rotan*, the northern quarter, contains the churches of SS. Clement and Nicholas; and *Klinte-Rotan* forms an upper quarter, between the lower parts and the eastern wall.

The new *Inner Harbour* (*Inre Hamnen;* Pl. A, B, 4) affords little protection to shipping, while the *Outer Harbour (Yttre Hamnen)* is formed by a breakwater *(vågbrytare)* on the W. side, commanding a pretty view of the town. To the S. of the harbour, beyond the bathing-establishment, extends the promenade known as *Palissaderne*. — Another pleasant promenade is *D. B. V.'s Botaniska Trädgård* (Pl. C, 1, 2), with the 'Paviljong' restaurant. The name means 'Botanical Garden of the Friends of Bathing' ('de badande vännernas').

The *Town Walls, erected at the close of the 13th cent. on the site of still earlier walls, form the most striking feature of Wisby. From the *Jungfrutorn* ('maiden's tower'; Pl. C, 1), where, according to tradition, a treacherous maid of Wisby, who was in league with Valdemar, was built into the wall as a punishment, and the *Silfverhättan* (Pl. C, D, 1) on the coast, at the N. end of the town, the walls ascend the Klint towards the S.E., cross the hill to the S. gate at the S.E. angle of the town (Pl. C, 5), and descend to the old castle of *Wisborg* (Pl. A, 4) and the harbour at the S.W. end of the town. On the land-side the walls are about 2400 yds. in length, and on the side next the sea about 1980 yds. From the walls, at equal distances, and in several stories, rise a number of large *Towers (Högtornen)* 60-70 ft. in height, provided with embrasures, and resting on the ground, while between them a series of bartizans *(Hängtornen*, or *Sadeltornen)* stand on the wall itself, being supported by corbels outside. Between these towers, and under the roof with which the wall is covered, formerly ran passages for the use of the sentinels, resting on beams, the holes for which are still traceable. Of the 48 'high towers' 38 are still in good preservation, but the bartizans have almost all disappeared. Outside the walls the old moat is still traceable, and on the N. side there are three parallel moats.

Wisby once possessed fourteen Churches. Three have disappeared, ten are in ruins, and one only is still used. This is the *Cathedral of St. Mary* (Pl. D, 2), at the foot of the Klint, once the German church, erected in 1190-1225, but afterwards much altered. A large tower rises at the W. end, and two slender ones at the E. end. The hill behind the church commands an extensive *View of the town and its ruins.

To the W. of the cathedral are the 'sister churches' of *St. Drotten* (Pl. 12) and *St. Lars* (Pl. 17), of the 12th cent., with huge towers once probably used for defensive purposes. To the S. is **St. Catharine's* (Pl. 16), the church of the Franciscans, erected about 1230, an elegant Gothic edifice, of which twelve slender pillars and some of the ribs of the vaulting are still standing. On the S. side are some scanty remains of the conventual buildings. — The *Helge-Andeskyrka*, or Church of the Holy Ghost (Pl. 15), built in the Romanesque style about 1250, consists of two stories, with one choir in common. To the W. rises the Romanesque church of *St. Clement* (Pl. 11), with a fine S. portal.

Perhaps the most interesting of the ruined churches is that of **St. Nicholas* (Pl. 18; D, 2), partly in the Romanesque, partly in the Gothic style, probably built at the beginning of the 13th century. In the handsome façade are two rose-windows, in the middle of each of which, says tradition, there once sparkled a brilliant carbuncle. These gems were carried off by Valdemar, but his ship was wrecked, and they are said still to illumine the depths of the sea

near the Karlsöar. The interior is very picturesque. It is well worth while to ascend to the roof (fine view). The churches of *St. Gertrude* (Pl. 13), *St. Olof* (Pl. 19), and *St. Hans* (Pl. 14) are insignificant.

In the Strand-Gatan, at the corner of the Donners-Plats (Pl. B, C, 3), stands the *Burmeisterska Hus* (1661), completely covered with ivy. Farther to the N. in the same street are *Gotland's Fornsal* (Pl. 7; C, 3), with a Collection of Antiquities (adm., see p. 351), and the former *Apotheke* (Pl. 1; C, 3), of the 13th cent., but rebuilt.

A most interesting walk may now be taken through the N. gate to the church of *St. Göran* (Pl. D, 1), a little beyond which we ascend to the right, passing a lime-kiln, to (8 min.) the *Galgebacke*, the finest point in the environs, where we enjoy a splendid *View of the town and its walls. About 3 min. thence is the *Rövfvarekulan*, or 'robbers' cave', below which, to the left, is a curious labyrinth of stones known as the *Tröjeborg*.

In the *Korsbetning* (Pl. D, 5), 10 min. from the S. gate, rises a curious old monolithic *Cross*, 9 ft. high, with a Latin inscription, marking the burial-place of the Gotlanders who fell in the battle of July, 1361 (p. 351). We may return viâ the *Österport* (Pl. D, 3, 4).

Excursions. The scenery inland from Wisby is uninteresting, but the new road skirting the coast to the N. (Pl. C, D, 1) offers an agreeable walk as far as (4 Kil.) *Snäckgärdet*, a village with several villas, much frequented on Sundays. The 'D. B. V.' Society (p. 351) celebrates an annual festival here on July 9th. We may return viâ the *Tröjeborg* and the *Galgebacke* (see above). — Pleasant drive or sail of 1 hr. (5 kr.) to the promontory of **Högklint* (150 ft.), to the S. of Wisby. Walkers follow the highroad from the S. gate (Pl. C, 5), take the first turning to the right beyond the (3 Kil.) stone erected in memory of the visit of Oscar II., and reach the (3 Kil.) *Villa Fridhem*, the property of Prince Oscar Bernadotte. The Högklint, 1 Kil. farther on, affords a fine view, particularly in the direction of Wisby. Steps ascend on the W. side of the rock to a small pasture *(Getsvältan)* and a cavern.

From Wisby to Hemse, 55 Kil., narrow-gauge railway, in 3 hrs. (fares 3 kr. 30, 2 kr. 20 ö.). The station at Wisby is on the S. side of the town (Pl. B, 5). — 13 Kil. *Bardlingbo.* — 21 Kil. *Roma*, with an old Cistercian convent, founded in 1164, but frequently rebuilt; it has been state-property (Kungsgård) since the Reformation. — 27 Kil. *Bjerges;* 32 Kil. *Butle;* 40 Kil. *Etelhem;* 46 Kil. *Stånga*, with an interesting old church; 55 Kil. *Hemse* (inn), with an old church.

A Drive round the Island (skjuts 1 kr. 80 ö. per 10 Kil.) is recommended to those interested in the scenery or in the churches, most of which date from the 13th century. We first go to the N., passing the church and grotto of *Lummelund*, to the *Fårösund*, the station of the French and English fleets during the war with Russia in 1855. We then follow the E. coast to *Rute; Slite*, near which are *Kyllej* and the curious rocks known as *Raukar; Thorsburg*, with an interesting round intrenchment, 1600 yds. in circumference; and *Rone*, with a remarkable church, about 5 Kil. to the S.E. of rail. stat. Hemse (see above) and as far from the steamboat station of Ronehamn (p. 354). The S. part of the island is treeless, but

the curious promontory of *Hoburg*, near *Refsudden*, with its lighthouse and cavern ('Hoburgsgubbens Sängkammare', bedroom of the old man of Hoburg) will repay a visit. It lies about 40 Kil. from Hemse, by a road passing several ancient churches, including that of *Grettlingbo*.

On the W. coast of the island lies *Klintehamn*, 34 Kil. to the S. of Wisby, visited by sea-bathers in summer (diligence twice a week and steamboat every fortnight from Wisby). About 4 Kil. inland is the old church of *Klinte*. From Klintehamn we may visit the picturesque *Karlsöar* (20 Kil.).

The steamboat 'Klintehamn' (p. 349) sails round the island once a week (10 kr.), steering to the S. from Wisby one week, to the N. the next week. In the former direction the stations in order are: *Klintehamn*, *Burgsvik*, *Ronehamn*, *Ljugarn*, *Katthammarsvik*, *Slite*, *Fårösund*, and *Kappelshamn*.

53. From Stockholm to Vesterås and Örebro.

217 Kil. Railway ('Vestmanlands-Jernväg'). Express in 7-7¼, ordinary train in 13-14 hrs. (fares 11 kr. 55, 7 kr. 80 ö.).

The train starts from the Central Station (p. 303). It skirts the *Rörstrandsvik*, passing the factories of *Atlas* and *Rörstrand* (p. 342), on the right, and the château of *Karlberg* (p. 342), on the left, beyond which the branches to Värtahamnen (p. 337) and Upsala (p. 342) diverge on the right. 6 Kil. *Sundbyberg;* 11 Kil. *Spånga;* 17 Kil. *Jakobsberg*. We then cross the narrow strait of *Stäket*, at the entrance of the Upsala arm of the Mälar (p. 343), and traverse the island of *Stäkesö* by means of a tunnel. Another bridge carries us to (28 Kil.) *Kungsängen*. 36 Kil. *Bro*. Beyond (47 Kil.) *Bålsta* we cross the narrow *Ekolsundsvik*. 56 Kil. *Ekolsund;* 64 Kil. *Grillby*.

74 Kil. **Enköping** *(Stads-Hotel)*, a small town near Lake Mälaren, on which a steamer plies to Stockholm. Large market gardens. 82 Kil. *Lundby;* 88 Kil. *Orresta;* 95 Kil. *Tortuna*.

101 Kil. **Tillberga**, junction of three lines: one to the N. goes to Hedensberg, Ransta, Tärna, and *Sala* (28 Kil.; p. 361); another to the W. to Skultuna, Svanå, *Ramnäs* (28 Kil.; inn), on the Strömsholm Canal (p. 355), Seglingsberg, Nordanö, *Engelsberg* (inn), also on the Strömsholm Canal (p. 355), Högfors, *Norberg* (with valuable iron-mines), *Kärrgrufvan* (68 Kil.), and *Krylbo* (p. 361); while our line runs to the S.W. to Vesterås and Örebro.

111 Kil. **Vesterås** *(Central Hotel*, very fair; *Hôtel Klippan; Hôtel Vesterås)*, a town of 9800 inhab. and seat of a bishop, originally called *Vestra Aros* ('W. mouth', while Upsala was called Östra Aros), lies on a bay of the Mälar. It was once a very important place. No fewer than eleven diets of the kingdom were held here, chief of which was the 'Vesterås Recess', which abolished the Roman Catholic religion in Sweden.

The *Cathedral, rebuilt by Birger Jarl on the site of a church founded in the 11th cent., was consecrated in 1271, afterwards much altered, and restored in 1850-60. It is a fine Gothic edifice, 100 yds. long and 28 yds. broad, with a tower 334 ft. high.

In the Interior we observe an altar-piece of the beginning of the 16th cent., the handsome candelabra, and the monuments of the administrator *Svante Sture* (d. 1512), *Marshal Magnus Brahe* (d. 1844), and the unhappy

Eric XIV. (p. 365). The marble sarcophagus of Eric was placed here by Gustavus III. instead of the old tombstone inscribed with a verse from the Bible, and by his order the crown and sceptre were brought hither from the tomb of John III. at Upsala.

The *Episcopal Library* of 12,000 vols. contains the valuable books of the Elector of Mayence, carried off by Oxenstjerna in the Thirty Years' War.

On a hill to the S.W. of the mouth of the brook *Svartå*, not far from the station, rises the old *Castle*, once a robber's stronghold, afterwards captured by Gustavus Vasa and strengthened, where Eric XIV. was imprisoned from June, 1573, to the end of 1575. After a fire in the 17th cent. it was rebuilt, and it is now the seat of the provincial government.

In the *Vasa Park*, by the town-hall, rises a bust of Gustavus Vasa by Qvarnström, in memory of the diet of 1527.

STEAMBOAT on Lake Mälaren to Stockholm daily in 6-7 hrs.

121 *Dingtuna.* — 130 Kil. *Kolbäck*, where the train crosses the *Strömsholm Canal*, is the junction of a line to Rekarne and Eskilstuna, the first station on which is (8 Kil.) Strömsholm.

The **Strömsholm Canal**, about 110 Kil. long, constructed in 1777-95 and improved in 1842-59, connects the mines of Vestmanland and Dalecarlia with Lake Mälaren and the Baltic. Steamboats from the *Köttorg* and the *Mälartorg* at Stockholm through the canal to Smedjebacken daily. Passengers may sleep on board the night before starting and the night after arrival. The lake-voyage to Strömsholm (comp. pp. 340-342) takes 7-8 hrs., and the canal itself is rather tedious (from Strömsholm to Ramnäs about 6½ hrs.; thence to Smedjebacken 6½ hrs. more). — **Strömsholm** *(Inn)*, with its château founded by Gustavus Vasa and rebuilt from a design by Nic. Tessin in the 17th cent., and a famous stud, lies on a northern bay of the W. end of the Mälar. The canal begins here; first lock. Two more locks at *Vesterqvarn*, and a fourth at *Prestforsen*. The falls at *Kolbäcksån*, *Sörqvarn*, *Skansen*, and *Trångfors* are avoided by means of eight locks. This is the finest part of the canal, especially at *Skansen* (inn). Another lock at *Ålsätra* leads into the *Öst-Surasjö* (180 ft. above the sea); we then pass through two more and through the *Norrbyström* to *Ramnäs* (inn), where we may leave the steamer. Many forges and factories are passed.

Two new locks ascend to the lakes *Nedre* and *Öfre Nadden;* we come to another lock at *Seglingsberg* and another at *Virsbo*, and next reach the large lake of *Ämänningen* (250 ft.). Here we touch at the *Engelsberg*, a station on the railway from Tillberga (p. 354). Then follow the lakes of *Lilla Aspen* and *Stora Aspen* and three great iron locks at *Vestanfors*, *Uddnäs*, and *Fagersta*. Lastly, three locks at *Sembla*.

Near the lake of *Vefungen* is the boundary of the province of Dálarne or Dalecarlia. Contiguous to this lake is that of *Södra Barken* (329 ft.), on which lies the finely situated *Söderbärke* (with church and parsonage). Lastly, the picturesque lake of *Norra Barken* (378 ft.), with *Norrbärke* and **Smedjebacken** (*Hotel*, well spoken of), the centre of a great mining district, with steam-hammers, factories, etc. — Railway to *Ludvika*, see p. 359.

136 Kil. *Munktorp.* — 146 Kil. **Köping** *(Jernvägs-Hotel; Köping's Hotel)*, an old town of 3900 inhab., on the *Köpingså*, which falls into the Mälar in the vicinity, is the junction of a branch-line running past several important iron-works to (34 Kil.) *Uttersberg* and (46 Kil.) *Riddarhyttan*. Steamboat from Köping to Stockholm daily.

155 Kil. *Valskog*, junction of the Nyköping, Flen, and Eskilstuna line (p. 357).

163 Kil. **Arboga** *(Hotellet; Gästgifvaregård)*, once a famous trading town ('gammal som Arboga gata', says an old proverb), but now with 4800 inhab. only, lies on the *Arbogaå*, from which the Hjelmare Canal diverges (p. 357). The church, with its lofty spire, contains a Descent from the Cross attributed to Rembrandt. — Steamer to Stockholm every week-day.

167 Kil. *Jäders Bruk;* 178 Kil. *Fellingsbro;* 187 Kil. *Ullersäter.*

192 Kil. *Frövi*, junction of an important mineral line to Ludvika.

From Frövi to Ludvika (98 Kil., in 5½ hrs.; fares 5 kr. 40, 3 kr. 70 ö.). The line traverses one of the most important mining districts in Sweden, rich in iron, copper, and lead. 10 Kil. *Vedevåg.*

19 Kil. **Linde** *(Hotel)*, a mining town of 1500 inhab., prettily situated between the two *Lakes of Linde*, was rebuilt after a fire in 1869.

The train follows the E. bank of the lake of *Rossvalen* to *Gusselby*, *Storå* (from which a branch diverges to the silver and lead mine of *Guldsmedshyttan*), *Vasselhyttan*, *Rällså*, and *Bångbro* (junction for *Bånghammar*, *Kölsjön*, and *Klotten*). — 55 Kil. *Kopparberg* (hotel) lies among immense mines. — 63 Kil. *Ställdalen*, where our line crosses the Kil and Falun railway (p. 359), with which we then run nearly parallel to Ludvika. Stations: *Ställberg*, *Hörk*, *Grängesberg*, *Björnhyttan*, *Gonäs.*

98 Kil. *Ludvika*, see p. 359.

201 Kil. *Ervalla.* From (205 Kil.) *Dylta-Bruk* a branch-line goes to Jerle and the picturesquely situated little mining town of *Nora*, surrounded with iron-works and mines. (Thence to Karlskoga, see p. 302.)

217 Kil. **Örebro** *(Örebro Hotel; Central Hotel; Jernvägs-Hotel)*, one of the most ancient towns in Sweden, capital of the 'Län' of that name, with 17,640 inhab., lies in a flat region on the *Svartå*, near *Lake Hjelmare* (76 ft.). No fewer than fifteen diets of the Estates were held, and the destinies of the country frequently decided, at Örebro. This was the birthplace of Engelbrekt Engelbrektsson, the famous Swedish patriot (comp. p. lix). The *Svartå* flows through the town from W. to E., and the handsome Drottning-Gatan intersects it from N. to S. The town has a very modern appearance, having been almost entirely rebuilt after a great fire in 1854. To its ancient period, however, belongs the venerable *Slott* with its four round towers, situated on an island in the river, and now occupied by government-offices, and the *Church*, partly restored. In the Stora Torg is the modern *Stadshus*, in the Gothic style, in front of which rises a *Statue of Engelbrekt* by Qvarnström, erected in 1865. Among other handsome buildings are the *Theatre*, the *Kungsstuga* ('king's house'), one of the oldest and quaintest timber buildings of Sweden, and the *Allmänna Läroverk* (or *Karolinska Skolan*), with its small museum. In front of the latter an *Obelisk* has been erected in memory of the Swedish reformers Olaus Petri (d. 1552) and Laurentius Petri (d. 1573). Walks to *Skebäck*, on Lake Hjelmare, and *Adolfsberg*, a small watering-place to the S., a stopping-place of the slow trains.

STEAMBOAT from Örebro four times a week through the *Örebro Canal* (opened in 1888) to **Lake Hjelmäre** (76 ft.; 47 M. long, 200 sq. M. in area, 65 ft. deep), through the *Hjelmare Canal* (N.) to the *Arbogaå* (p. 356), down this river to the Mälar, which it reaches at *Kungsör* (see below), and then down this lake to Stockholm. — Another steamer plies thrice weekly between Örebro and *Skogstorp*, at the E. end of the lake. (Thence by rail to Eskilstuna in 1/4 hr.) The scenery of Lake Hjelmare is tame. Its pike and crayfish ('gäddor', 'kräftor') are much esteemed. A monument on the *Engelbrektsholm*, in the W. part of the lake, marks the spot where Engelbrekt was assassinated by Måns Bengtson in 1436. A little to the E. of the entrance to the canal is *Stora Sundby*, the château of Count Platen, erected by Robinson in the English-Romanesque style.

A railway goes from Örebro to *Mosås*, *Kumla*, and (25 Kil.) *Hallsberg*, on the Vestra Stambana (p. 290; express in 40 min.; fares 2 kr. 15, 1 kr. 50 ö.; ordinary trains in 3/4-1 1/4 hr.; fares 1 kr. 35, 90 ö.).

54. From Kolbäck and Valskog to Flen, Nyköping, and Oxelösund.

RAILWAY in 7-9 hrs.; from Kolbäck to Oxelösund, 132 Kil. (fares 8 kr. 5, 5 kr. 35 ö.); from Valskog to Oxelösund, 138 Kil. (fares 8 kr. 40, 5 kr. 40 ö.).

Kolbäck, see p. 355. The train follows the course of the Strömsholm Canal to *Strömsholm* (p. 355), at its mouth, crosses the *Borgasund*, skirts the shore of the mainland, and crosses the *Qvicksund* to the station of that name. 18 Kil. *Rekarne*, junction of the railway coming from (24 Kil.) *Valskog* (p. 356), *Kungsör* (at the mouth of the Arbogaå, see above), and *Öster-Tibble*. — We give the distances from Valskog.

29 Kil. *Thorshälla*, on the *Thorshällaå* or *Eskilstunaå*, near its influx into the Mälar, was once the port of Eskilstuna, to which, however, a direct waterway was afforded by the construction of locks (1856-60) avoiding the falls of the stream.

35 Kil. **Eskilstuna** (*Central Hotel; Nya Hotel;* excellent river baths), a town with 13,000 inhab., charmingly situated on the *Eskilstunaå*, owes its name to St. Eskil, an Englishman, Archbishop of Lund, and the apostle of Christianity in Södermanland. The tradition that he was stoned by the heathen populace at Strengnäs and buried here is unfounded. He resigned his prelacy a few years before his death, retired to the Bernardine monastery of Clairvaux in France, and died there in 1181. A Bernardine monastery, founded here in the 12th cent., was converted into a royal château by Gustavus Vasa in 1527 and burned down in 1680. In 1654 the first metal-works were established here, and in 1659 municipal privileges were conferred on the town. Since then it has become an important manufacturing place, chiefly for iron and steel wares. The town consists of the *Gamla Stad* on the E. bank, and the *Nya Stad*, the *Fristad*, and the *Karl Gustafs Stad* on the W. bank.

Among the great factories are the *Karl Gustafsstads Gevärsfaktori*, or gun-factory, on an island in the river, founded in 1814;

Munktell's Foundry and Engine Works, opposite; and the *Tunafors Rolling and Polishing Works*, to the S. of the town. Damascened wares are a specialty of the famous *Steel Works* in the Fristad. The *Technical School* contains a collection of the products of the place.

STEAMBOAT from Eskilstuna ten times weekly to Stockholm, by *Thorshälla* and *Strengnäs* (p. 342). — To the N.E. of Eskilstuna is (12 Kil.) the church of *Jäder*, the burial-place of *Axel Oxenstjerna* (d. 1654). Adjacent is the large estate of *Fiholm*, on Lake Mälaren.

40 Kil. *Skogstorp;* 45 Kil. *Hållsta;* 61 Kil. *Helleforsnäs;* 68 Kil. *Mellösa.*

65 Kil. **Flen**, junction of the Vestra Stambana (p. 300; for Stockholm).

76 Kil. *Vadsbro;* 96 Kil. *Betlna;* 103 Kil. *Vrena;* 111 Kil. *Stigtomta;* 116 Kil. *Larslund*, all in the district of Södermanland (comp. p. 300), with its numerous lakes.

125 Kil. **Nyköping** *(Stora Hotel; Rådhuskällaren)*, with 5500 inhab., at the mouth of the *Nyköpingså*, which drains several lakes and here falls into the *Stadsfjärd*, a bay of the Baltic, is the capital of Södermanlands-Län, and is frequently mentioned in the early history of the country. A waterfall of the river here drives the *Nyköpings Mekaniska Verkstad*, a large engine-factory. — The Stockholm and Norrköping steamers touch at Nyköping several times weekly.

133 Kil. *Stjernholm.* — 138 Kil. *Oxelösund*, with a good harbour, where the canal-steamers between Gotenburg, Jönköping, and Stockholm touch (see p. 296).

55. From Gotenburg to Falun.

478 Kil. RAILWAY (*'Bergslagernas Jernvägar'*), express daily in 15 hrs. (fares 31 kr. 10, 17 kr. 65 ö.); ordinary trains take two days. This railway, which traverses the provinces of Dalsland, Vermland, Vestmanland, and Dalecarlia (Dalarne) and connects the rich mining district (*'Bergslager'*) of Vermland with the great S.W. port of Sweden, offers few attractions to the tourist.

From Gotenburg to *Öxnered* (82 Kil.), junction of the Venersborg-Uddevalla line, see pp. 282-285. To the right are the *Halleberg* and the *Hunneberg* (p. 285). — The line runs N., viâ (97 Kil.) *Frändefors*, (106 Kil.) *Brålanda*, and (114 Kil.) *Erikstad*, to —

123 Kil. **Mellerud** (*Rail. Restaurant; *Hôtel Mellerud*, close by), junction of the *Sunnanå-Fredrikshald* line (p. 82).

131 Kil. *Köpmannabro*, where we cross the *Dalsland Canal* (p. 288), which here issues from Lake Venern. — 144 Kil. *Ånimskog;* 155 Kil. *Tösse.* — 164 Kil. *Åmål*, a little town of 2700 inhab.; view of the lake to the right.

Near (181 Kil.) *Seffle* the train crosses the canal of that name, which connects the *By-Elf*, and through it the extensive *Glafsfjord*, with Lake Venern. The line then threads its way among the numerous lakes of *South Vermland.* 189 Kil. *Vermlandsbro;* 200 Kil. *Segmon;* 210 Kil. *Grums;* 221 Kil. *Edsvalla.*

232 Kil. **Kil** (p. 302), junction of the *Nordvestra Stambana* (R. 48), and of a short branch-line to Frykstad.

248 Kil. *Deje*, with a saw-mill and a waterfall, on the *Klar-Elf*, which we cross by a handsome bridge. A steamer plies thence to *Uddeholm* (see below), viâ *Munkfors* and *Ransäter*, the birthplace of the poet Geijer. — 254 Kil. *Mölnbacka;* 264 Kil. *Molkom;* 271 Kil. *Lindfors;* 279 Kil. *Geijersdal.*

293 Kil. *Daglösen*, at the S. end of Lake Daglösen (415 ft.).

BRANCH-LINE in 20 min. to (8 Kil.) **Filipstad** *(Stads-Hotel)*, also a station on the branch-line from Nyhyttan to Finshyttan (pp. 363, 364), pleasantly situated at the N. end of *Lake Daglösen*. Finest view from the *Hastaberg*. Numerous iron-mines. On the edge of the lake, behind the town, is the tomb of John Ericsson (p. 325), with a monument. — Railway (72 Kil., in 5 hrs.) from Filipstad to **Uddeholm** (see above) and *Edebäck* on the *Klar-Elf*, with extensive iron-works. The 'Uddeholms Aktie-Bolag', which possesses numerous iron-works and estates, is one of the greatest companies in Sweden.

A journey up the valley of the **Klar-Elf** brings us to the most solitary district in Vermland and finally to the range of imposing mountains that separate Sweden from Norway. On the borders is the *Finskog* ('Finn wood'), inhabited by the Finns transplanted hither by Charles IX., who still retain their old manners and costumes. — Beyond the frontier the scene becomes more and more desolate, especially in the neighbourhood of *Lake Fämund* (p. 75), where the **Klar-Elf**, first known as the *Fämunds-Elf* and then as the *Tryssil*, takes its rise.

304 Kil. *Herrhult*, where our line crosses the branch-line from Christinehamn to Persberg and Mora (p. 364). — 315 Kil. *Loka*, with a healing spring; 326 Kil. *Grytthyttehed* (junction for Kortfors, p. 302); 334 Kil. *Hellefors;* 341 Kil. *Sikfors;* 352 Kil. *Bredsjö*, all with iron-works. Numerous lakes.

At (372 Kil.) *Ställdalen* the Bergslagernas line crosses the Frövi-Ludvika line (p. 356), and the two lines run parallel from this point to (384 Kil.) *Hörken*, (392 Kil.) *Grängesberg*, with important iron-mines, (399 Kil.) *Klenshyttan*, and Ludvika. Between the lakes *Norra Hörken* and *Södra Hörken* the construction of the railway is interesting. Near Grängesberg we cross the boundary between Vestmanland and Dalarne.

408 Kil. **Ludvika** *(*Jernvägs-Hotel)*, on *Lake Vessman* (500 ft.), is connected by a branch-line (18 Kil.) with *Smedjebacken*, on the Strömsholm Canal (p. 355).

417 Kil. *Gräsberg;* 426 Kil. *Rämen*, on the lake of that name; 435 Kil. *Skräcka.*

455 Kil. **Borlänge** (455 ft.; *Jernvägs-Hotel; Hôt. Nordlund*), with manufactories of cloth for Dalecarlian costumes, is the junction of the Södra Dalarnes and Siljan railways (p. 362).

At (456 Kil.) *Domnarfvet* (inn) a lofty bridge carries the train over the *Dal-Elf*, which here forms a waterfall. The water-power required by the Bessemer steel-works here, belonging to the Stora Kopparbergs Bergslag at Falun (p. 360), is brought from the river by a tunnel 330 yds. long. — 461 Kil. *Ornäs* lies at the S.W. end of the *Runnsjö* (355 ft.), on which a steamboat plies.

Ornäs and the banks of the Runnsjö are classic soil in Swedish history. At *Rankhyttan*, at the S.E. end of the lake, is the barn *(kungslada)* in which Gustavus Vasa, when a fugitive, disguised as a Dalkarl, once threshed corn. At the *Ornässtuga*, on the right bank of the lake, he was enabled by *Barbro Stigsdotter* to elude his pursuers, to whom her husband *Arendt Persson* was about to betray him. His bed and other memorials are shown here in the *Kungskammare*, from the window of which Barbro let him down by a sheet.

478 Kil. **Falun** (370 ft.; **Slads-Hotel*, in the market-place, R. $1^3/_4$-$2^1/_2$, L. $^1/_2$ kr.; **Nya Hotel*, near the station), the capital of *Dalecarlia* (Swed. *Dalarne*, 'the valleys'), with 9000 inhab., famed for its copper-mines, lies on both banks of the *Faluå*, near its embouchure in a bay of the *Runnsjö*. The town has grown out of a group of separate villages: on the E. bank of the stream, *Östanfors*, *Lallarfvet*, *Öfvre* and *Yttre Åsen*, *Slaggen*, and *Holmen;* on the W. bank, *Presttägten*, *Gamla Herrgården*, and *Elsborg*. The principal buildings, all on the E. bank, are the *Kristina-Kyrka*, with its green copper roof, built in 1642-55, the *Rådhus*, and the *Gymnasium*, the 'Vaktmästare' of which shows the collection of antiquities in the *Dalafornsal*. The W. side is the industrial quarter.

The *Falu Grufva*, perhaps the largest copper-mine in the world, which has been worked since the 13th cent., is situated about 1 M. to the S.W. of the town. The whole surrounding region looks burned up by the *Roströk*, or fumes from the former smelting furnaces, though the wet extraction process has been in use for many years. The entrance to the mines adjoins a huge subsidence of the ground, known as *Stöten* (390 yds. long, 220 yds. broad, and 295 ft. deep), which took place in 1687 owing to unskilful underground operations. The deepest shaft sinks about 440 ft.

Visitors (adm. at 1 p.m.; notice sent from Falun by telephone) are provided with miner's attire *(öfverkläder)* at the mining-office *(grufkontor)*, and with a miner *(stigare)* as a guide (fee 1-3 kr.; additional fee for gun-shots to awaken the echoes). The descent and ascent are made by means of a lift. The ground is very wet at places, and the lighting very inadequate. The expedition can scarcely be called attractive, but visitors to Falun will hardly like to omit it.

The mines were formerly state-property, and those who had acquired the privilege of working them were called '*Fjerdepartségare*' ('proprietors of a fourth part'); now, however, they belong to the *Stora Kopparbergs Bergslag*, a joint-stock company with a capital of nearly 10 million kr. and large property in land. The mines were formerly much more productive than now, and Falun was called 'Sveriges skatkammare' (treasury of Sweden) by Gustavus Adolphus. In the middle of the 17th cent. about 1250 tons of copper were annually extracted, but the yield rapidly fell off, reaching its lowest figure between 1830 and 1840. Now the annual yield is about 400 tons of copper, besides about 10,570 oz. of silver and (since 1881) 3170-3520 oz. of gold. — In 1719 the body of a young man, named *Mats Israelsson*, who had perished in the mines 49 years before, was recovered in so perfect a state of preservation owing to the fumes of the copper vitriol, that it was immediately identified by an aged woman who had been betrothed to him in her youth. This event is the subject of poems and stories in various languages.

Railway to *Rättvik* and *Orsa* on Lake Siljan (p. 364) and to *Gefle*, see p. 364.

56. From Stockholm to Lake Siljan viâ Borlänge (*Falun*).

262 Kil. RAILWAY in about 7½ hrs. (express to Krylbo); fares 16 kr., 10 kr. 75 ö. From Stockholm to Krylbo we travel by the *N. State Railway;* from Krylbo to Borlänge by the *Södra Dalarnes Jernväg;* and from Borlänge to Insjön by the *Siljans Jernväg.* — Through-tickets to all places on Lake Siljan, valid for a fortnight, are issued at the Central Station at Stockholm.

The following pleasant CIRCULAR TOUR occupies 5-6 days, including visits to Falun and Upsala (fares 31 kr. 90, 22 kr. 10 ö.). — 1st Day. From Stockholm to *Insjön*, see below; thence by steamer viâ *Leksand* to (3½ hrs.; on Sun. 4¼ hrs.) *Mora* (p. 363). — 2nd Day. Railway to (1 hr.) *Orsa* (p. 364; or steamer thrice weekly in 1½ hr.), and thence back to (2¼ hrs.) *Rättvik* (p. 363). — 3rd Day. Excursions from Rättvik; in the evening by railway in about 2½ hrs. to *Falun* (p. 360). — 4th Day. Visit the copper-mines at Falun; in the afternoon, railway to (4 hrs.) *Gefle* (p. 366). — 5th Day. Railway to (1¼ hr.) *Elfkarleö* (p. 365), visit the waterfall there, and proceed by railway to (2½ hrs.) *Upsala* (p. 345). — 6th Day. Upsala, returning in the evening to Stockholm. — A day may be saved by leaving Gefle by the early train and not stopping at Elfkarleö. In this case 7 hrs. are available for seeing Upsala, or 11 if the slow train in the evening be chosen for the return to Stockholm.

From Stockholm to (66 Kil.) *Upsala*, see p. 342. — 79 Kil. *Vänge;* 86 Kil. *Åland;* 100 Kil. *Vittinge;* 107 Kil. *Morgongåfva*, with an abandoned iron-work; 113 Kil. *Heby.*

128 Kil. **Sala** (170 ft.; *Stads-Hotel; Hôtel Sala*), on the *Sagå*, junction for *Tillberga* (p. 354), is a town of 6000 inhab., famous for its *Silfvergrufva*, the greatest silver-mine in Sweden. The annual yield, which some years ago fell off, is now about 88,000 oz., besides large quantities of lead. The mine is about 2½ Kil. to the S.W. of the town, and may be visited at any hour on week-days (apply at the 'Grufkontor', or office). At the *Sala Hytta* on the *Sala Damm*, to the N. of the town, the interesting processes of refining the silver may be seen. — 138 Kil. *Broddbo;* 150 Kil. *Rosshyttan.*

161 Kil. **Krylbo** (260 ft.; *Jernvägs Hotel & Restaurant*), where we reach the *Dal-Elf*, the historic frontier-river of Dalarne, is the junction for *Tillberga* viâ *Ramnäs* (p. 354). We change carriages here for Borlänge.

About 2 Engl. M. to the E. of Krylbo, near *Brunnbäck*, a monument commemorates the first decisive defeat of the Danes ('Jutar') by the adherents of Gustavus Vasa, in 1521.

'Brunnbäcks elf är väl djup, också bred,
Der sänkte vi så många Jutar ned.
Så kördes Danskar ur Sverige.' *(Old Ballad.)*

(Brunnbäck's river is deep and broad; there we sank so many Jutes. Thus the Danes were driven from Sweden.)

165 Kil. *Avesta* on the Dal-Elf, with large iron-works; 184 Kil. *Hedemora* (Hôt. Thure), a small town with 1600 inhab.; 191 Kil. *Vikmanshyttan;* 198 Kil. *Kullsveden*, whence a branch-line diverges to *Bispberg*, with iron-mines. — 200 Kil. **Säter** *(Stads-Hotel)*, founded by Gustavus Adolphus, with 550 inhab.; near it are the pretty *Sätersdal* and the *Bispbergs Klack*, with a fine view. — 211 Kil.

Gustafs Tuna. To the left, near (218 Kil.) *Stora Tuna,* lies the Rommeheide, the drill-ground of the Dal Regiment.

225 Kil. **Borlänge** (p. 359), the junction of the Bergslagernas Railway to Gotenburg and Falun (p. 358; to *Falun*, 23 Kil. in $^2/_3$-$1^1/_4$ hr.).

The 'Siljan Railway' follows the course of the Dal-Elf, viâ *Tjerna* and *Lennheden.* The valley contracts; on the right are picturesque rocky hills. We cross the Dal-Elf and reach (236 Kil.) *Dufnäs* (530 ft.). — 246 Kil. *Djurås* (555 ft.) lies near the confluence of the W. and E. Dal-Elf (not seen from the railway).

262 Kil. **Insjön** (*Hotel*, with skjuts-station), near the small lake of the same name, through which the Öster Dal-Elf flows. The train goes on to the steamboat-quay.

Lake Siljan.

STEAMBOAT once daily on week-days, in June, July, and August, from Insjön viâ *Leksand* to ($3^1/_2$ hrs.) *Mora* (fare $2^1/_2$, $1^1/_4$ kr.) and once daily to ($^3/_4$ hr.) *Leksand* only (50, 30 ö.); on Sun. once from Insjön viâ *Leksand* and *Rättvik* to ($4^3/_4$ hrs.) *Mora*, and once viâ *Leksand* to ($2^3/_4$ hrs.) *Rättvik* ($1^1/_2$ kr., 80 ö.). Steamers also ply 5 times a week between *Mora* and ($1^1/_2$ hr.) *Orsa*, twice a week between *Mora* and *Rättvik*, etc. No extra charge for return-tickets valid on day of issue only; a fare-and-a-half for return-tickets valid for a fortnight. — Good restaurant on board the steamer (D. 2 kr.).

We first steer up the *Öster Dal-Elf*, passing between huge rafts of timber on their way to the sea. In $^1/_2$ hr. we reach —

Leksand (*Nya Hotel*, at the harbour, R. from $1^1/_2$, B. $1^1/_4$, D. 2 kr.; *Gästgifvaregård*, near the church), on the *Östervik*, a bay of Lake Siljan. The large church stands embosomed in trees at the discharge of the Öster Dal-Elf from the lake. On Sunday mornings we have a good opportunity here of seeing the peculiar costumes of the natives, who flock to church by land and water from all quarters. The landing-places on these occasions are beside the steamboat quay and at *Barkdalen.* The *Käringberg*, $1^1/_2$ M. to the N., to the right of the Rättvik road, commands an extensive view, best by evening-light. About 2 M. to the E. rises the *Tibbleberg;* and $1^1/_2$ M. to the S. is the *Källberg*, with belvedere.

***Lake Siljan** (540 ft.), 'Dalarnes Öga' (the eye of Dalecarlia), 25 M. long, 7 M. broad, and enclosed by gently sloping and partially wooded banks, owes much of its interest to the inhabitants of its banks, who have preserved many of their primitive characteristics, though here too the assimilating tendency of modern times has begun to make itself felt. The Dalecarlians, especially the inhabitants of the Siljansdal, formed the backbone of Sweden's fighting power under Gustavus Vasa, and the bravery and love of liberty of this region has remained celebrated down to modern times. Forestry, cattle-raising, and agriculture are the principal occupations of the people. They are generally poor, owing to the great subdivision of the land, but they support themselves by making watches, bells,

furniture, grindstones, and other objects in their own houses *(husslöjd)*. Many of the young men *(Dalkarlar)* and young women *(Dalkullor)* seek employment in other parts of the country, and return with their earnings to settle in their native province.

The steamboat reaches Lake Siljan in about 3/4 hr. from Leksand. To the left is the *Björkberg*, rising from the middle of the peninsula of *Siljansnäs*. To the right opens the bay of *Rättvik*, at the head of which lies (1 1/4-1 1/2 hr. from Leksand) —

Rättvik *(*Tourist Hotel*, two houses, R. 1 1/2-3, B. or S. 1 1/2, D. 2, pens. 4-6 kr.; *Vahlgrens Hotel)*, the most beautiful point on the lake, in a fertile district. Railway-station, see p. 364. On the lake is a good bathing-establishment. About 1 M. to the N.W., also on the lake, is the old church of Rättvik, where, as at Leksand, the traveller has an opportunity of seeing the local costumes on Sun. mornings. Beside the church is the *Vasa Stone*. To the E., at the parsonage, is a fine point of view. A monument on the neighbouring *Hökberg* commemorates the jurist Joh. Stiernhöck (1596-1673).

WALKS. Along the road to Vikarbyn (p. 364), beyond the church, as far as (2 Kil.) the village of *Sjurberg*. The road to the right at Sjurberg leads to *Nittsjö*, with a terracotta factory. — To the S.E., by the road to Leksand (p. 362), to *Karlsvik* and *Lerdal*, and thence to the top of the *Hedsåsberg*, on the E. — To the belvedere at *Plintsberg*, to the W. of the Leksand road, about 12 Kil. from Rättvik and 10 Kil. from Leksand.

A small steamer for lake-excursions may be hired at Rättvik.

On week-days the steamer steers direct to the N. end of the lake. The lake narrows at the large island of (1 3/4-2 hrs. from Rättvik or Leksand) *Sollerö*, to the W. of which rises the *Gesundaberg* (1125 ft.). On the bay of *Saxvik*, at the N. end of the lake, lies —

Mora *(Mora Hotel*, R. 1 1/2-2 1/2, B. or S. 1 1/2 kr.; *Hôt. Gustaf Vasa)*, with a railway-station (p. 364), and an old church with a conspicuous spire. The 'klockstapel' beside the church commands a fine view. To the N.E. of the church the *Östra Dal-Elf* joins the broad discharge of the Orsa-Sjö; on its E. bank lies *Mora-Noret*, a railway-station (p. 364) united by a loop-line with the station at Mora.

Many reminiscences of Gustavus Vasa are connected with this district. Near Mora is the *Klockgropsbacke*, from which Gustavus once addressed the people. At *Utmeland*, 1/2 hr. to the S., a small building occupies the site of the cellar in which the wife of Tomt Mats Larsson concealed Gustavus from his Danish pursuers, having covered the entrance with a beer-vat. The room in the interior is adorned with three pictures by *Höckert*, *E. Bergh*, and *Charles XV.* — The *Christineberg*, 1/4 hr. from Mora, is a fine point of view.

A road, with 'fast' skjuts-stations, leads from Mora up the valley of the *Östra Dal-Elf* to (208 Kil.) *Sydend*, on the Fämundsjö (p. 75).

FROM MORA-NORET TO CHRISTINEHAMN, 223 Kil., railway in 9 hrs. (fares 14 kr. 55, 10 kr. 10 ö.). — The line crosses the broad discharge of the Orsasjö to (2 Kil.) *Mora*. The other intermediate stations are of little importance: *Vika*, *Vimo*, *Gäfvunda*, *Brintbodarne* (junction of a branch-line to *Malung*), *Van*. — 73 Kil. *Vansbro*, on the *Vestra Dal-Elf*, which the railway follows as far as *Trekärn*. — *Vakern*, *Sågen*, *Neva*, *Oforsen*, *Vermlands Rämen*, *Lesjöfors*, *Långbansände*, *Långbanshyttan*. — 165 Kil. *Persberg*, on the *Yngen-Sjö*, has iron-mines. — 170 Kil. *Nyhyttan* is the junction of a short

branch-line to Filipstad and Finshyttan (5 and 7 Kil.; p. 359). — 176 Kil. *Gammalkroppa.* — 180 Kil. *Herrhult*, where we cross the Kil and Falun railway (p. 359); *Nykroppa; Storfors*, all with iron-mines. *Nässundet*, on the *Ullvettern-Sjö; Sjöändan.* — 223 Kil. *Christinehamn*, see p. 302.

Five times a week the steamer steers under the above-mentioned railway-bridge, and ascends the river, barely 3 Kil. long, that connects Lake Siljan with the Orsasjö. To the left is the mouth of the Östra Dal-Elf. The steamer crosses the *Orsasjö*, 14 Kil. in length, to —

Orsa (560 ft.; **Jernvägs-Hotel*), with an old church. The extensive forests of the neighbourhood maintain a large trade in timber. At the N. end of the lake, 3 Kil. from Orsa by rowing-boat ($1^1/_4$ kr.) or 6 Kil. by road, are the porphyry-works of *Bäcka.* As far to the N.E. is the village of *Stackmora*, commanding extensive views.

A marked path from Bäcka ascends the ($2^1/_2$ hrs.) *Fryksås* (1755 ft.; wide view), on the top of which is a chalet.

From Orsa to Gefle viâ Falun.

194 Kil. Railway *(Gefle-Dala Jernväg)* to *Falun* in 4-5 hrs. (fares 5 kr. 40, 3 kr. 60 ö.), to *Gefle* in $7^3/_4$ hrs. (10 kr., 6 kr. 35 ö.). The fast trains have drawing-room and restaurant cars.

The railway skirts the E. bank of the Orsasjö, with pretty views of the lake and of the hills to the W. — 14 Kil. *Mora-Noret* is the station for *Mora* (p. 363), on the E. side of the river. We then traverse a well-cultivated district. Beyond (22 Kil.) *Fu* the line approaches close to Lake Siljan. — 30 Kil. *Garsås;* 38 Kil. *Stumsnäs.* — 45 Kil. *Vikarbyn*, with fine lake-view.

52 Kil. **Rättvik**, see p. 363. — The railway soon quits the lake and runs inland through fir-woods, viâ (59 Kil.) *Vestgärde.* — 68 Kil. *Slättberg;* 76 Kil. *Sågmyra*, on the *Arbo-Sjö*; 89 Kil. *Grycksbo*, with a paper-mill, on the *Grycken-Sjö;* 93 Kil. *Bergsgärden.*

101 Kil. *Falun Norra Station* (383 ft.). — 102 Kil. *Falun Södra Station*, the principal station of Falun and the junction for the Bergslagernas Jernväg (p. 360).

Skirting the N. bank of the *Runnsjö*, the train reaches (107 Kil.) *Korsnäs* (365 ft.), a place with 2000 inhab. and large iron-works and saw-mills. We then begin to ascend through wood to the highest point of the line (720 ft.). — 135 Kil. *Korsån* (575 ft.), on the *Hyn-Sjö;* 139 Kil. *Hofors*, on the *Hoå*, both with large iron-works.

156 Kil. *Storvik* (235 ft.) is the junction of the N. State Railway (p. 366).

162 Kil. *Kungsgården* (210 ft.), near the *Storsjö*, has iron works. — 171 Kil. *Sandviken* (5000 inhab.) has the oldest and largest Bessemer steel-works in Sweden. — From (178 Kil.) *Forsbacka* (210 ft.) branch-line to the (3 Kil.) iron-works of the same name. — 185 Kil. *Valbo* (148 ft.); branch-line to the *Vackmyra Sulfitfabrik.*

194 Kil. *Gefle*, see p. 366.

57. From Upsala viâ Gefle to Ockelbo

(Bräcke, Östersund).

152 Kil. RAILWAY to (114 Kil.) *Gefle* in 3½ hrs. (fares 6 kr. 85, 4 kr. 60 ö.); from Gefle to (38 Kil.) *Ockelbo* in 1¼-2¾ hrs. (fares 2 kr. 30, 1 kr. 55 ö.). There is usually a long detention at Gefle. — Travellers bound for the Norrland (R. 58) can make connection at Ockelbo, so that the more picturesque route viâ Gefle may be chosen in preference to the State Railway. Restaurant-cars attached to the trains.

Upsala, see p. 345. — The train at first follows the course of the *Fyrisâ*. 4 Kil. *Gamla Upsala*, with the Kungshögar to the left (p. 349); 12 Kil. *Stor-Vreta*. Beyond (20 Kil.) *Vattholma* is the château of *Salsta*, erected by Nic. Tessin, and now occupied by a joint-stock company ('Vattholma Jernbruk'). 26 Kil. *Skyttorp*. 38 Kil. *Vendel*, on the *Vendel-Sjö*.

43 Kil. **Örbyhus**. The château, now the property of Count de la Gardie and Baron Klingspor, belonged for nearly two centuries to the Vasa family and was fortified by Gustavus. It was here that his half-insane son Eric XIV. was poisoned by order of his brother John III. on 25th Feb., 1577.

FROM ÖRBYHUS TO DANNEMORA, 9 Kil., branch-line in 20 min. (fare 55 or 40 ö.). The **Mines of Dannemora**, which yield the best iron in Sweden, occupy an area of 2 M. in length by 60-380 yds. in width. They lie 26-33 ft. below the level of the *Grufsjö*, against the encroachment of which they are protected by a massive wall of granite. The *Ungkarls-grufvan* and *Jungfrugrufvan* shafts are over 500 ft. in depth. — *Österby*, 1¾ M. to the E., with a fine mansion, a park, a steam-hammer and other works, and a church, is quite a little town of itself. — The mines of *Leufsta* or *Löfsta* are about 20 M. to the N.

From Dannemora the train runs on to (39 Kil.) *Hargshamn*, on the Baltic, in 2½ hrs. more (fares 2 kr. 95, 1 kr. 95 ö.).

48 Kil. *Tobo;* 61 Kil. *Tierp*, on the *Tierpså*, in a fertile district. Numerous iron-works. 69 Kil. *Orrskog;* branch-line to the great iron-works of *Söderfors* on the *Dal-Elf*, driven by the falls of the river. 81 Kil. *Marma*. In the neighbourhood is an artillery range. The country is well wooded.

The train crosses the Dal-Elf by means of a bridge of six arches and a long viaduct, and immediately afterwards reaches —

88 Kil. **Elfkarleö** *(Jernvägs-Hotel)*. A carriage-road descends on the left bank of the Dal-Elf to the (1½ Kil.) *Tourist Hotel* (R. 2 kr.; restaurant; carr. from the station, only if ordered beforehand, 50 ö.), close to *Karl den Trettondes Bro*, spanning the river below the beautiful **Elfkarleby Waterfall* (49 ft. high and 250 ft. broad), of which it commands the best view. The *Laxö*, to the W., and the *Flakö*, to the E., here divide the river into the three arms *Kungsådran*, *Mellanfallet*, and *Storfallet*. On the Laxö, accessible by a bridge, is a military exercise-ground. Fine views. Important salmon-fishery. On the right bank, 1½ M. farther on, is the church of *Elfkarleby*.

98 Kil. *Skutskär*, the next railway-station, a Baltic port with 1400 inhab. and huge saw-mills, belonging to the Falun Koppar-

bergs Bergslag (p. 360). The timber floated down the Dal-Elf in rafts is shipped here. (Steamboats to Gefle, etc.) — 99 Kil. *Harnäs*, on the Baltic, with a fine harbour, iron-furnaces, and saw-mills.

114 Kil. **Gefle** (pron. yavelă). — **Hotels.** CENTRAL HOTEL, Nygatan, very fair, R. 1½-3 kr.; STANS-HOTEL, Rådhus-Esplanaden; JERNVÄGS-HOTEL, hôtel garni. — **British Vice-Consul,** *Mr. Robert Carrick.*

Gefle, a thriving commercial and manufacturing place, with 26,000 inhab. and two railway-stations (Central Station and Södra Station), is the chief outlet for the timber and metal yielded by *Gestrikland*, *Helsingland*, and *Dalarne*. The town, situated on the *Gefleå*, has been almost entirely rebuilt since the great fire of 1869, which destroyed the quarter on the N. bank. The Nygatan leads to the pretty *Rådhus Esplanade*, with its two fountains and the *Theatre* and the *Rådhus* at the ends. Farther on is the *Residens* of the provincial governor. To the W., on the Gefleå, is the *Stadsträdgården*, or public park, with the Strömdalen Restaurant. Large *Shipbuilding Yards*. Pleasant trip by steam-launch to the fishing-village of *Bönan*, to the N.E.

The railway from Gefle to Ockelbo passes no important stations, and traverses no interesting scenery until near Ockelbo. — 118 Kil. *Strömsbro*, with cotton-factories, is a suburb of Gefle. 122 Kil. *Åbyggeby;* 127 Kil. *Brännsågen;* 131 Kil. *Oslättfors;* 136 Kil. *Råhällan;* 142 Kil. *Kolforsen.* — 152 Kil. *Ockelbo*, see p. 367.

58. From Stockholm viâ Upsala, Ockelbo, and Bräcke to Östersund and Trondhjem.

854 Kil. To *Storlien* Swedish *Norra Stambana*, thence to Trondhjem *Norwegian Railway*. RAILWAY in 26½-56 hrs. (fares 31 kr. 45, 20 kr. 75 ö.; from Upsala, 27 kr. 45, 18 kr. 10 ö.). The express-trains run only in summer. Passengers by the slow trains sleep at *Bollnäs* and at *Östersund*. — This is the shortest route between Stockholm and Trondhjem, but the through-journey is fatiguing, and as, moreover, the express-trains in both directions traverse the finest scenery at night, travellers are recommended to break the journey at several points, in spite of the slightly enhanced cost. The grandest scenery is to be seen between Bollnäs (p. 367) and Ramsjö (p. 368), and between Bräcke (p. 363) and Storlien (p. 372). — For the advantages of long-distance tickets, see p. xix.

From Stockholm to (66 Kil.) *Upsala*, see p. 342. Thence to (161 Kil.) *Krylbo*, see p. 361.

Beyond Krylbo we cross the Dal-Elf by a bridge 740 ft. long and traverse a rich mining district. The scenery becomes grander and more severe; orchards, lime-trees, and even thatched roofs are no longer to be seen. 165 Kil. *Julardo;* 171 Kil. *Fors;* 179 Kil. *Morshyttan;* 185 Kil. *Horndal;* 190 Kil. *Byvalla;* 202 Kil. *Hästbo;* 209 Kil. *Torsåker.*

219 Kil. **Storvik** (235 ft.; **Rail. Restaurant;* **Jernvägs-Hotel*, D. 2 kr.), junction of the Gefle and Falun railway (p. 364).

The train now traverses the district of *Gestrikland*, in parts

NORRA SVERIGE
1:2.750.000
Kilom.
Swedish Miles
Engl. Miles
NORRA ISHAFVET
BOTTEN HAFVET
NORRLAND
JEMTLAND
ÅNGERMANLAND
MEDELPAD
HERJEDALEN
HELSINGLAND
DALARNE
GESTRIKLAND
Ost från Greenw.
Wagner & Debes, Leipzig

well wooded and fertile. Numerous small iron-works. 226 Kil. *Åshammar;* 235 Kil. *Järbo*, with a church.

257 Kil. **Ockelbo**, with a large church and extensive iron-works connected by rail with the mines of *Vindkärn*, is the junction of the line to Upsala and Gefle (R. 57). Forests and moors now occupy the view. — 274 Kil. *Lingbo*, on a small lake of the same name, is the first station in the province of *Helsingland*. 284 Kil. *Holmsveden*. Before the next station we have a glimpse of the pretty *Bergvik-Sjö*, to the right. — 300 Kil. *Kilafors*.

From Kilafors to Söderhamn, 33 Kil., branch-railway in 1¾-2 hrs. (fares 1 kr. 75, 1 kr. 20 ö.). We cross the *Ljusne-Elf* and reach (7 Kil.) *Landa*. — 18 Kil. *Bergvik* (155 ft.), situated on the *Bergviksström*, by which the Ljusnan issues from the Bergvik-Sjö. — 21 Kil. *Vyskje*, on the Marmen-Sjö; 24 Kil. *Kinstaby*. — 33 Kil. *Söderhamn*, see p. 378.

Beyond Kilafors the main line crosses the *Voxna-Elf*, the chief feeder of the Ljusne, and skirts the *Varpen-Sjö*.

317 Kil. **Bollnäs** (185 ft.; **Jernvägs-Hotel; Nya Hotel*), a considerable place (about 500 inhab.) in a picturesque situation, with several factories and a deaf and dumb asylum.

The line ascends the valley of the *Ljusne-Elf*, which forms a chain of small lakes. Best views to the right.

332 Kil. *Arbrå* (370 ft.; *Hotel, with baths, R. 1½ kr.), on the right bank of the Ljusne. A bridge, spanning the picturesque falls on this river, leads to the wooded *Forsö*.

Beyond (337 Kil.) *Vallsta* (hotel) the railway runs between the *Åsberg* (left) and the *Orsjö* (right), and reaches (358 Kil.) *Karsjö*, on the *Tefsjö*.

365 Kil. **Jerfsö** (440 ft.; **Hotel*), prettily situated, is one of the chief places in Helsingland. To the right is the church, on an island in the Ljusne; and in the distance rises the *Jerfsöklack* (1350 ft.), ascended in 2 hrs., with guide (1 kr.). To the left, 1 M. above the station, is the *Öjeberg* (1155 ft.), with a belvedere.

Farther on the best views are to the left. — At *Edångefallet* we cross the Ljusne-Elf.

380 Kil. **Ljusdal** (430 ft.; *Jernvägs-Hotel*, with restaurant). The church contains a carved altar brought from Germany during the Thirty Years' War. Ancient 'klockstapel'.

From Ljusdal to Hudiksvall, 62 Kil., railway in 1¾-2 hrs. (fares 3 kr. 30, 2 kr. 20 ö.). This line traverses a picturesque region. — 6 Kil. *Hybo* (404 ft.), on the *Hybosjö*, with a timber trade. The line passes between the *Grytjensjö* (right) and the *Grytjesberg* (1040 ft.) and skirts the *Stömnensjö* and the *Långensjö*. — 27 Kil. Delsbo (240 ft.; **Hotel*) lies at the W. end of the lake *Södra Dellen*, which is connected by a canal with the *Norra Dellen* and is traversed by steamers. — 31 Kil. *Fredrikfors*. Then two tunnels. — 45 Kil. *Näsviken*, at the S.E. end of the Södra Dellen. — 50 Kil. *Forsa*, on the *Kyrksjö*. In the neighbourhood are the church of the same name, and a so-called 'Gillestuga', an ancient pleasure-resort of a kind now found nowhere else in Sweden. — 62 Kil. *Hudiksvall* (p. 378).

At Ljusdal the main line quits the *Ljusne-Elf*, in the valley of which a carriage-road ascends to the W. to *Kårböle* (59 Kil.),

proceeding thence to *Fjallnäs* (229 Kil. farther), on the Norwegian frontier (road to Røraas, see p. 75). — The train skirts the *Vexnansjö* and, beyond (387 Kil.) *Tallåsen*, the *Letsjö;* and then crosses a long embankment between the *Bäckesjö* (left) and the *Storsjö* (650 ft.; right). — 408 Kil. *Hennan*, on a lake of that name, the E. bank of which we skirt. — 428 Kil. *Ramsjö* (690 ft.). At the N. end of the Hennansjö rises the *Ramsjökyrka.* This whole district, once dreaded as a wild 'Nordanskog', is full of sombre beauty.

The railway attains its summit-level (1080 ft.) before reaching (446 Kil.) *Mellansjö* (1040 ft.), on the lake of that name. — 464 Kil. *Östavall* (790 ft.), the first station in the district of *Medelpad,* is situated on *Lake Aldern*, which the line skirts. The train crosses two iron bridges over the *Ljungan*, the discharge of Lake Aldern, and beyond (473 Kil.) *Alby* rounds a wide curve to —

484 Kil. **Ånge** (550 ft.; *Jernvägs-Hotel*, with restaurant, R. 1½-2, B. 1½, D. 2, S. 1½ kr., coffee and bread 50 ö.), where carriages are changed, except by the express-trains. The passengers by some of the slow trains spend the night here. Ånge is the junction for *Sundsvall* (p. 378).

The line now traverses a barren but wooded mountain-region, recalling the boundless solitudes of the 'Upper Norrland', enters the province of *Jemtland*, and, on the E. bank of *Lake Refsunden*, reaches —

515 Kil. **Bräcke** (955 ft.; *Jernvägs-Hotel*, with excellent restaurant, charges as at Ånge), the junction for *Luleå* (p. 383). A spare hour or so may be spent in visiting the 'Uppfordringsverk', or apparatus for raising and entraining the timber floated down in rafts.

The train is carried along the E. bank of the Refsundsjö by embankments and cuttings, and beyond (526 Kil.) *Stafvre* crosses the *Gimå*, the discharge of the lake, by which large quantities of timber are floated to the Indals-Elf (p. 373). At (539 Kil.) *Gällö*, at the N. end of the Refsundsjö, the line turns to the W. and crosses a wooded height to the *Arvikssjö*, which is seen on the left. — The name of (553 Kil.) *Pilgrimstad* (955 ft.), at the N. end of the Arvikssjö, recalls the mediæval pilgrimages to the tomb of St. Olaf, at Trondhjem (p. 213). — We proceed through a bleak mountain region, passing the picturesque *Locknesjö*, on the W. bank of which is the church of *Lockne.*

The line next reaches the large ***Storsjö**, amidst beautiful scenery in which the dark woods contrast finely with the yellow corn-fields. The comparative fertility of the soil here is due to the Silurian slate-formation, which extends hence to Storlien. The station of (571 Kil.) *Brunflo* lies 115 ft. above the level of the S.E. arm of the lake, along which the railway runs. On the opposite bank appears the church of *Marieby*, and behind rise the Oviksfjäll (p. 370), the Åreskutan (p. 371), and other mountains.

586 Kil. **Östersund.** — **Arrival.** Besides the *Main Station*, to the E., where the hotel-carriages meet the trains (50 ö.), Östersund has also a *West Station*, near the market-place and the steamboat-quay, but with no luggage-office.

Hotels. *Grand Hôtel, Stora Torget, R. 1½-2 kr., with café-restaurant, landlord speaks English; Jernvägs-Hotel, Stor-Gatan, near the Main Station.

Baths (warm and cold) in the *Badhus*, near the West Station.

Post & Telegraph Office, at the corner of the Drottning-Gatan and Köpman-Gatan.

Östersund (970 ft.) is an entirely modern town with about 6500 inhab., wooden houses, and broad streets, badly paved but lighted with electricity. It is picturesquely situated on the E. 'sund' of the Storsjö, facing the mountainous island of Frösö. On the side next the lake the town is skirted by an *Esplanade*, with the Residens of the provincial governor.

An iron and stone bridge, 1420 ft. in length, built in 1897 to supersede the former wooden bridge, connects the Esplanade with **Frösö.** A *Runic Stone* on Frösö, immediately to the right of the bridge, commemorates 'Austmader, son of Gudfast', who built the first 'bridge here and christianized Jotalont' (Jemtland). The road diverging to the right leads to the *Villa Fjällmann* (always open to visitors) and other villas at the foot of the Östberg. The main road, trending to the left from the bridge, ascends between the *Östberg* (1465 ft.; right) and the *Oneberg* (left). The ascent of the Östberg takes about 1 hr.; we diverge to the right about ¾ M. from the bridge and ascend past a brewery. The belvedere (10 ö.) on the top commands an extensive, but not specially picturesque, survey of mountains and lakes. The main road goes on, first descending, then ascending, to the church of *Frösö* (about 4 M. from the bridge), with an ancient 'klockstapel' and a famous view. At the gård of *Stocke*, ½ M. farther on, is the *Stocketitt* (25 ö.), a belvedere of the Swedish Tourists' Union, commanding beautiful views across the lake to the mountains on the Norwegian frontier. About 1¼ M. farther on are the skjuts-station of *Frösö* and a camp of the Jemtland Rifles, whose annual exercises usually take place in August (restaurant opened then).

The Steamboat Excursions on the Storsjö are said to be attractive; *e.g.* past the Frösö and then by the S. arm of the lake (40 Kil. long) to *Berg* (2½ kr.); or to the W. viâ *Marby* and *Hallen* to *Qvittsle* (2 kr.), about 5 Kil. from the railway-station of Mattmar (p. 370). Steamers from Östersund several times weekly on both routes, returning in each case on the following day.

Beyond Östersund the line skirts the W. bank of the Storsjö, with a fine view, on the left, of the lake and the fertile district of Rödö, beyond which rises the Oviksfjäll. — 597 Kil. *Täng.* — Before reaching (607 Kil.) *Krokom* we cross the *Indals-Elf*, which issues from the lake and forms a waterfall on the right. — Farther on, to the right, appears the *Näldsjö*, with a fine mountain-background. At the station of (618 Kil.) *Nälden* we cross the *Fax-Elf*, which connects the Näldsjö with the *Alsensjö;* beyond (624 Kil.)

Ytterån (Hotel & Curhaus) we cross the *Ytterå*, and skirt the Storsjö for the last time to (633 Kil.) *Trångsviken.* — 664 Kil. *Mattmar* (1015 ft.) has a skjuts-station.

Passing *Ocke*, at the W. end of the *Ockesjö*, the line ascends the valley of the *Indals-Elf*, which descends from the Norwegian frontier bearing various names and forming a chain of lakes. At this point it is known as *Skeldern*, and just before Mörsil it forms the *Eggforsarne*, seen to the left of the line.

655 Kil. **Mörsil** (1080 ft.; **Jernvägs-Hotel*, with restaurant; **Societets-Hotel*, belonging to the same proprietor; *Dr. Horney's Sanatorium*), a frequented health-resort, is also the starting-point for the visit to the *Oviksfjäll* (4475 ft.), the rounded mountain-group to the S.W. of the Storsjö, visible from the railway even to the S. of Östersund.

The railway skirts the N. bank of the *Litensjö*, below the high-road, then crosses a bay of the lake by means of a long embankment, and reaches —

665 Kil. **Hjerpen** (1065 ft.; *Hotel*, with Gästgifveri and 'Thingstuga', at the station, R. $1\frac{1}{2}$-2, B. or S. $1\frac{1}{4}$, D. $1\frac{1}{2}$ kr., tolerable). The village, with two saw-mills, lies $\frac{3}{4}$ M. to the W., on the *Hjerpeström*, which is spanned by a long timber bridge.

From Hjerpen to Levanger viâ Melen, a pretty but not specially important journey of 2 days, the night being spent at Melen. We ascend the left bank of the Hjerpeström with 'skjuts' to (10 Kil.) *Bonäset* (inn), at the S. end of the mountain-girt **Kallsjö** (1275 ft.). The steamers 'Thor' and 'Åreskutan' (restaurants on board) ply thrice a week on this lake to (5 hrs.; fare 3 kr.) **Sundet**, in the N.W. angle, viâ *Huså Mejeri (Fäviken)*, on the W., *Kyrkbyn (Kall)*, on the E., *Huså* (hotel & pension), on the W., at the N. base of the Åreskutan (p. 371), and *Rör*, on the E. — A Lapp fair ('Lappmässan') is held three times in summer beside the chapel of *Kotåsen*. On these occasions a steamer sails to the N. end of the Kallsjö, whence we walk to ($\frac{1}{2}$ hr.) the *Juvelnsjö*, cross it by another steamer, and then walk to ($\frac{1}{2}$ hr.) the chapel (tolerable inn).

From Sundet a road leads to the W. to (4 Kil.) *Anjehem*, on the **Anjansjö** (1375 ft.), on which the steamer 'Frei', in connection with the Kallsjö steamers, plies thrice weekly viâ *Backsjönäset*, at the S. base of the *Anjeskutan* (3935 ft.), to ($2\frac{1}{2}$ hrs.; fare $1\frac{1}{4}$ kr.) **Melen** (*Gästgifveri*, with skjuts-station). From Melen a main road leads over the Norwegian frontier and along the *Bredvand* (1685 ft.) to (16 Kil.) *Sandviken*, thence past the *Isvand* and across the 'St. Olaf's Bridge' spanning its discharge, to (15 Kil.) *Sulstuen*, (19 Kil.) *Garnes*, (11 Kil.) *Nes*, and (14 Kil.) *Levanger*. Comp. p. 218.

The line crosses the Hjerpeström, passes the church of *Undersåker*, and traverses a region of old moraines, with a view (left) of the beautiful upper *Rista Waterfall*, on the *Undersåker-Elf* (Indals-Elf). The waterfall is easily reached in $\frac{1}{2}$-$\frac{3}{4}$ hr. from the station of *Hålland* (*Pens. Hedman, on the main road); we pass under the railway to the W., cross the bridge, and ascend the right bank of the stream.

678 Kil. *Undersåker* (1236 ft.; Gästgifveri). A carriage-road leads hence on the right bank of the *Brattlandsström* (Indals-Elf) to (3 Kil.) the village of *Edsåsen* (1510 ft.; *Inn).

From Edsåsen we may walk (with guide) over the *Vällitaffjäll* (2990 ft.) to the *Ottsjö*, cross the lake by rowing-boat, and follow the carriage-road

to *Vallbo* (about 28 Kil. from Undersåker), with a chapel and annual fair for the Lapps (comp. p. 370).

We now skirt the N. bank of the *Åresjö*, an expansion of the Indals-Elf, with views, to the left, of the *Renfjäll*, and, to tho right, of the *Areskutan*, here seen at full length.

692 Kil. **Åre** (1240 ft.; **Restaurant*, behind the station, to the left; large new *Hotel*, adjoining; *Hotel Åreskutan*, farther to the E.; private apartments), with an ancient church, is the most frequented health-resort in Jemtland. Pleasant walks may be taken on the high-road and to the 'Paviljong' on the road to Totten.

The **Åreskutan** (4645 ft.; guide, unnecessary, 3 kr.), the massive mountain to the N. of Åre, may be ascended in about 3 hrs., by a path maintained by the Swedish Tourists' Union and provided witb direction boards, indicating the distance from the station and the height. At the school-house (direction-board) we turn to the E. and enter the wooded *Mörviksdal*. To the right is the *Totthummeln*, in front tbe *Lillskutan*, and to the left the *Mörvikshummeln* (2925 ft.; ascended in 1¼-1½ br.; view and refuge-hut). The path, bad at places and occasionally marshy, leads on past the *Svartberg* and the *Gröna Dal* to the main summit, on which is a refuge-hut. The view ranges from the Storsjö on the E. to the snow mountains on the W., the Snasahögar and tbe Sylarne being specially conspicuous; to the N. appear the Kallsjö, tbe Anjeskutan, and the chapel of Kolåsen (p. 370), to the W. the Tännfors.

The descent (guide necessary) may be made viâ tbe abandoned copper mine of *Bjelkegrufvan*, whence a carriage-road leads to (3 Kil.) *Husâ* (p. 370); 3 hrs. in all (ascent 4 brs.).

Beyond Åre we see the *Mullfjäll* on the right, ascended from Dufed (see below) in 2½ hrs. Passing *Tegefors*, with saw-mill and bridge, we reach —

700 Kil. **Dufed** (1265 ft.; *Jernvägs-Hotel; Hôtel Mullfjället*, ¾ M. to the E. of the station), another health-resort, with a modern church. Carriages may be hired at the hotels or from Per Ericson; the skjuts-station is 1 Kil. from the railway-station.

Excursion to the Tännfors, 5-6 hrs. there and back; carr. to tbe Bodsjö, for 1-2 pers. 4, for 3 pers. 6 kr.; carr. and pair 6-8 kr. The road, hilly at first, leads past (3 Kil.) a conspicuous 'Minnestēn', commemorating a detachment of 6500 Swedish troops, who under General Armfelt penetrated into Norway in the summer of 1718, but on their retreat in the following winter lost more than a third of their number through cold and hunger. The waterfall seen farther on, on the opposite side of tbe valley, is the *Qvarnåfors*. We then cross the (4 Kil.) bridge of *Sta*, and proceed through a lonely forest-region to (12 Kil.) *Bodsjöedet* (refuge-hut), where our coachman will find the boatman to ferry us over the *Tännsjö* (about ½ hr.; 1 kr., each addit. pers. 50 ö.). On the opposite bank is another refuge-hut, whence we walk in 6 min. to a platform above the Tännfors. The ***Tännfors**, between the Tännsjö and the *Norensjö*, is one of the finest waterfalls in Sweden. It is over 100 ft. high and 230 ft. broad, but is divided into two arms by the *Björnesten* or 'bears' rock'. The traveller should descend to the foot of the fall, in spite of the clouds of spray, wbich render a waterproof essential.

The Road to Levanger leads from Bodsjöedet over the *Bodsjösund* and along the N. bank of the *Bodsjö* to (6 Kil.) *Stalltjärnstugan*, then viâ (21 Kil.) *Skalstugan* (good quarters) and across the Norwegian frontier to (23 Kil.; pay for 30) *Sulstuen*, and thence as on p. 218.

The railway crosses the *Dufeds-Elf* (Indals-Elf) and ascends through a solitary forest-region. — 713 Kil. *Gefsjö* (1660 ft.), on

the lake of that name. The train crosses the stream issuing from the Ånnsjö and entering the Gefsjö. To the left we enjoy a fine view of the Bunnerfjäll and the Snasahögar, and between them, in the distance, appear the glaciers of the Sylarne. — 724 Kil. *Ånn*, on the *Ånnsjö*, on the S.W. side of which appear the large Handöl waterfalls.

734 Kil. **Enafors** (1815 ft.; *Inns* at the station and at the *Enaforsholm*, 5 min. distant) is the headquarters for several considerable mountain-tours. The Swedish Tourists' Union has arranged a definite tariff for these with the guides *Sven Jonsson* and *J. Johansson:* for 1 pers. 2½ kr. per day, with horse 5 kr.; for 2 pers. 3 kr. 13 ö. Unfortunately the gnats are very troublesome on these routes; veils are, therefore, necessary.

To the **Handöl Waterfall,** 4-5 hrs. there and back (guide, who acts as rower, 3 kr. for 1-2 pers., 4½ kr. for 3 pers.). We descend the river, cross the Ånnsjö to the mouth of the *Handölså*, and ascend the left bank of the stream viâ *Handöl* to (¾ hr.) the lower fall (145 ft. in height). Few travellers go on to the upper fall, which lies ½ hr. farther on.

The **Snasahögarne** (4800 ft.), to the S. of Enafors, may be ascended (with guide) in 4 hrs. The view from the top embraces a barren mountain-scene, with the Sylarne and the *Helagsfjäll* to the S., the Ånnsjö, Åreskutan, and Bunnerfjällen to the W., and other heights.

An excursion to the **Sylarne,** a volcanic mountain-ridge about 7 M. in length, with several peaks and two glaciers (on the N.E. and S.E.), requires not less than three days. Provisions and rugs must be taken; horse there and back 14 kr. We proceed viâ the upper Handöl Fall to the (8 hrs.) *Turist-Hyddan* (inn from July 15th to Aug. 31st) at the E. base of the *Storsylen* (5790 ft.), the highest mountain in the group, commanding a wide view. Next day we ascend the mountain (7 hrs. there and back), and on the third day return to Enafors.

The railway continues to ascend beyond Enafors. Huge snow-ploughs standing in sidings, and long snow-sheds protecting the line indicate the difficulties of the route in winter.

748 Kil. **Storlien** (1940 ft.; *Rail. Restaur.; *Statens Hotel*, beside the station, D. 2 kr.; **Nya Hotellet*, higher up, with view, pens. 3-5 kr.), the last station in Sweden (custom-house examination, see p. 301), in a desolate mountain-region almost destitute of trees, is a favourite resort, and is frequently overcrowded at the height of summer. Excursions may be made hence to the *Brudslöjan* ('bridal veil'), a fall, 78 ft. high, on the *Tevlan*, which flows to the W. (1 hr. with guide), and to the top of the *Stenfjäll* (2960 ft.; 3 hrs. with guide), etc.

Carriages are changed here for the continuation of the journey to *Trondhjem*, see pp. 218, 217.

59. From Ånge to Sundsvall.

95 Kil. STATE RAILWAY in 3¾ hrs. (fares 5 kr., 3 kr. 35 ö.). This is the so-called 'cross-line', which includes, however, the section from Ånge to Storlien.

Ånge, see p. 368. — As far as Vattjom this line follows the course of the *Ljungan* (pron. 'Yungan'), down which large quan-

tities of timber are floated to the Baltic. The scenery is mountainous and picturesque.

14 Kil. *Erikslund* (385 ft.) is beautifully situated on the *Borgsjö*, on the fertile N. bank of which, at the foot of the *Ranklefven*, is seen the church of Borgsjö, with an ancient 'klockstapel'. — The railway crosses the Ljungan and passes several stations. — 28 Kil. *Fränsta* (260 ft.; Gästgifveri), on the *Torpsjö*. — We cross the *Gimå*, which descends from the N., forming here a waterfall 60 ft. in height.

38 Kil. *Torpshammar* (260 ft.), prettily situated, has several factories and an active trade. — 44 Kil. *Viskan*. — 54 Kil. *Kärfsta* (Gästgifveri) lies at the W. end of the *Stödesjö* (10 M. in length), which the railway skirts on the N. to (69 Kil.) *Nedansjö*. We then cross the *Blakulla* and, once more skirting the Ljungan, reach —

77 Kil. *Vattjom* (Gästgifveri), in the beautiful district of *Tuna*. Vattjom is the junction of a branch-line to the iron-works and saw-mill of *Matfors*, on a fall of the Ljungan. That river, after flowing through *Lake Marmen* farther on, enters the sea 10 Kil. to the S. of Sundsvall.

83 Kil. *Töfva* (200 ft.). — We pass the church of *Selanger* on the left and follow the course of the *Selangerå* through a picturesque country to —

95 Kil. *Sundsvall* (see p. 378).

60. From Bispgården to Sundsvall by the Indals-Elf.

124 Kil. From Bispgården to (12 Kil.) *Edset-Utanede*, Carriage in 1¼ hr. (skjuts 2 kr. per pers.). Carriages usually meet the morning-train from the S. at Bispgården station. — From Edset-Utanede to *Sundsvall*, Steamer in 9-10 hrs. (fare 5 kr.; 25 per cent less for members of the Tourists' Union), changing steamers twice on the journey. — In the reverse direction (upstream 14-16 hrs.) passengers sleep at *Glimån* or *Liden* (p. 374). Skjuts should be ordered from the steamer in advance on the second day; telephone-office at all stations.

Bispgården, see p. 375. — The road leads past the church of *Fors* and the Gästgifveri of the same name (4 Kil. from the station), and affords beautiful views of the *Indals-Elf*, which here forms the *Hannesfors* and the *Stadsfors*. At *Utanede* the road to the steamer quay diverges to the W. and leads to —

12 Kil. **Edset** (pron. 'Esset'), in the parish of *Utanede*.

The Indals-Elf rivals the Ångerman-Elf (p. 376) in grandeur of scenery. The steamer 'Liden', on which we embark at Edset, is small (no restaurant) but has two powerful engines. The usual number of revolutions of the screw is about 360 per minute, but in ascending the rapids, such as the *Utanedefors* and (farther on) the *Sillrefors*, 400 revolutions are sometimes necessary. With the stream, these rapids are passed at the rate of 1-1½ min. per Kil., but upstream only a few yards are gained per minute. The banks are formed of beautifully wooded mountain-ridges.

38 Kil. (from Edset) **Lidens Färja** ('Ferry'), on the left bank. Above are the church and the Gästgifveri of *Liden*. — At the ferry we change steamers and embark in the stern-wheeler 'Indalen' (restaurant), built on the American plan.

About $1^1/_2$ Kil. below Liden Ferry (20 min. walk), on the right bank, lies **Glimån** (no inn, but good quarters at various houses), at which the 'Indalen' touches on the up journey and the 'Liden' on the down journey (on request). Travellers who spend the night here have an opportunity of inspecting the curious method by which timber is brought down the *Glimåränna* to the river. The timber, which comes from Jemtland (p. 368), is sent by rail from the Holmsjö to the Indal, and there, at the 'Värdshus' (25 min. from the steamboat-pier), is transferred to a huge sloping 'flume', over 700 yds. long, down which it slides with great rapidity, finally shooting through the air in a great curve before falling into the river.

Below Glimån the stream is covered with floating timber, through which the steamer has to pick a way with great care. The river-bed gradually widens, and the stream grows shallower. Curious abrupt hills of sand and clay, known as *Nipor*, form the immediate banks, while grey granitic mountains rise in the distance. A little more than halfway to Bergeforsen we observe the church of *Indal*, on the left bank. We then pass beneath the wooden bridge of *Käfsta*, and reach —

83 Kil. **Bergeforsen** (no inn), where we quit the steamer 'Indalen'. A handsome iron bridge of three arches spans the foaming river here. About 400 men are occupied in catching the floating timber at the foot of the rapids and arranging it in the 'Sortēringsbommar', according to the distinctive marks of the various proprietors with which the trees are provided before they quit the forests.

The 'Turisten', a steamer adapted for both river and sea (restaurant on board), awaits the passengers below the rapids, a few min. from the landing-pier. The boat steers down the embouchure of the Indals-Elf, viâ *Stavreviken* and *Löfudden*, where the timber rafts are made up, then crosses the bay of *Kringelfjärden*, passing *Vifstavarf*, and finally turns to the S. through the *Alnösund*, between the island of *Alnö* and the mainland. Large saw-mills may be observed at *Skönvik*, at the mouth of the sound, and at numerous other points. On the mainland appears the church of *Skön*.

112 Kil. *Sundsvall*, see p. 378.

61. From Bräcke to Luleå.

665 Kil. Railway in two days (fares 21 kr. 30, 14 kr. 20 ö.). There are no through-trains; the night is spent at Vännäs. Comp. p. xix. — This very tedious journey leads through a monotonous region of devastated forest-land, where millions of tree-trunks lie rotting on the ground. The tiny human settlements are few and far between. At the railway stations thousands of barrels of tar are to be seen, but no passengers. The Sea Voyage (RR. 62, 64) is in every respect preferable, but travellers

who merely desire to visit one of the two great rivers, the Indals-Elf (R. 60) and the Ångerman-Elf (R. 63), should take the railway to Bispgården, and thence make the journey downstream viâ Edset and the Indals-Elf.

Bräcke, see p. 368. — The line runs first to the N., then to the N.E., passing several lakes. — 22 Kil. *Nyhem* (900 ft.); 35 Kil. *Dockmyr;* 55 Kil. *Kälarne* (inn). — To the left, at (67 Kil.) *Håsjö*, is a church dating from 1684, with a 'klockstapel' of 1690 (comp. p. 335).

80 Kil. *Ragunda* (570 ft.; inn). An omnibus (1 kr.) plies to the N.W. to (7 Kil.) *Ragunda Kyrkoslätt*, with a frequented hydropathic establishment and the *Hammarfors*.

From Ragunda Kyrkoslätt we may proceed to (14 Kil.) *Döviken*, then along the beautiful *Krångedeforsarne* (3 M. long) to (16 Kil.) *Strömsnäs* and (20 Kil.) *Stugubyn* (inn), and thence by a road with poor stations to (48 Kil.) *Pilgrimstad* (p. 368).

Beyond a tunnel we cross the *Indals-Elf* by a bridge 230 yds. in length. Immediately to the right is the *Döda Fall* ('dead fall'), a curious rocky chasm with thirty 'giant's cauldrons' (p. 283), over which the river formerly flowed, until, during a flood in 1796, it broke through the moraine higher up. The train usually halts to permit passengers to view the scene.

95 Kil. *Bispgården* (*Jernvägs-Hotel) is the starting-point for the descent of the Indals-Elf to *Sundsvall* (R. 60). About 1/4 M. to the S. of the station is the *Nipa* (p. 374), a hill affording a pretty glimpse into the deep Indal valley.

111 Kil. *Graninge*. — 121 Kil. *Helgum* (inn), starting-point for an attractive two-days' excursion to *Ramsele* (6 kr. there and back).

The steamer 'Primus', leaving Helgum in the morning, traverses the *Helgumsjö* (7 M. long) to *Rådomsbrygga*, and thence ascends the beautiful *Faxe-Elf* to (4 hrs.) *Utanede*. From Utanede we drive to (3 Kil.) *Nordanåker (Edsele)*, and thence take the steamer 'Ramsele' (thrice daily) to (1 1/2 hr.) the thriving village of **Ramsele** *(Färnlöf's Hotel)*.

From Ramsele to Norway, 6-8 days. A carriage-road leads viâ the skjuts-stations of (22 Kil.) *Flyn*, (11 Kil.) *Krokfors*, and (14 Kil.) *Stamsele*, and past several lakes, to (22 Kil.) **Strö**m *(Inn)*, in a fertile region, with post-office and telephone.

Ström is situated at the lower end of a chain of lakes, known as *Ströms Vattudal*, on which small steamers ply thrice weekly. These boats may be hired at a fixed rate on other days. From Ström we first reach the *Nedre Sjö* (975 ft.), on which is (5-6 hrs.; fare 3 kr.) *Bågaedet*, 1/2 M. from *Sjutsåsen* (quarters). Thence we proceed by the *Öfre (Fogel) Sjö* and through the *Karlsström* to (1 1/2-2 hrs.) *Håkafot* (quarters), situated on the *Stamselevik*. Opposite is the mouth of the *Hällingså*, a river which a little farther up forms the *Hällingså Fall* (115 ft. in height), rivalling the Tännfors in sublimity (rowing-boat to the mouth of the river, 1 hr., then 1 1/2 hr.'s walk to the tourist-hut). The Stamselevik is part of *Lake Hetögeln* (985 ft.), on which the steamer proceeds to (1 1/2-2 hrs.) *Gäddéde* (tolerable quarters; telephone from Ström), near the church of **Frostviken**, 6 Kil. from the Norwegian frontier.

A new road leads from Gäddede into Norway: 38 Kil. *Stöviken*, near the *Nordlikyrke* (1485 ft.); 12 Kil. *Sandmoen;* 22 Kil. *Mortenslund* (good quarters); 37 Kil. *Homo*, etc. (see p. 220).

131 Kil. *Långsele* (355 ft.; Jernvägs-Hotel) is the junction of a branch-line (14 Kil. in 1/2 hr.; fares 75, 50 ö.) which descends rapidly

along the Faxe-Elf and then along the Ångerman-Elf to *Sollefteå* (p. 381).

The main line crosses first the foaming *Faxe-Elf*, then, a little farther on, the *Ångerman-Elf*. The **Forsmobro*, the bridge over the latter, is 270 yds. long and 154 ft. high, and spans the *Edefors* in five arches. It is seen on the right by travellers in either direction.

151 Kil. *Selsjö* (460 ft.), with a skjuts-station, is the starting point for an excursion up the valley of the Ångerman-Elf, which, however, is perhaps more frequently begun from Sollefteå (comp. p. 379).

From Selsjö a HIGH ROAD ascends on the left bank of the Ångerman-Elf viâ the church of *Resele* and the *Tomtnipa*, to (11 Kil.) *Höfven* (Gästgifveri). We then go on viâ *Rödsta* (2 Kil. from Höfven; terminus of the steam-launch 'Borup', see p. 381) to *Näsåker* (Gästgifveri) near *Ådals Liden*, the (17 Kil.) skjuts-station of *Västanbäck*, and the (1 Kil. farther) *Hôtel Västanbäck*, whence visits may be paid to the *Nämdfors*, with an important salmon-fishery, to the *Blomsternipa*, with view, and to the huge **Kilfors*. The road to the (8 Kil.) Kilfors leads to the W. from the ferry over the Ångerman-Elf, and then ascends the *Fjallsjö-Elf*, the river that forms the fall.

192 Kil. *Skorped* (510 ft.). — 213 Kil. *Anundsjö* (575 ft.; inn).

222 Kil. *Mellansel* (210 ft.; Jernvägs-Hotel). A branch-line diverges here for (29 Kil.) *Örnsköldsvik* (p. 381), viâ (9 Kil.) *Moelfven* and (22 Kil.) *Själevad*.

The main line crosses the *Mo-Elf*. — 226 Kil. *Gottne*; 247 Kil. *Björna*. Traces of forest-fires are seen. We cross the *Gide-Elf*. — 272 Kil. *Trehörningsjö*. — 303 Kil. *Nyåker* (575 ft.; Jernvägs-Hotel) is the first station in *Vesterbottenslän*. The *Öre-Elf* is crossed by means of a bridge 180 yds. in length; and the *Tallberg Tunnel* is traversed. — 319 Kil. *Hörnsjö*. — A bridge, 200 yds. in length, now carries us across the *Ume-Elf* to —

342 Kil. **Vännäs** (290 ft.; **Jernvägs-Hotel*), where all trains halt for the night. Vännäs is the junction for a branch-line down the valley of the Ume-Elf to *Umeå* (p. 382), viâ (19 Kil.) *Brännland*.

A carriage-road ascends the left bank of the *Uman* or *Ume-Elf*, passing the *Rängfors* and *Kolksele*, to the (14 Kil.) *Fjällfors*.

No refreshments of any kind can be obtained at any of the following stations before Jörn (see below); travellers should, therefore, take measures accordingly. — 364 Kil. *Tvärålund* (585 ft.). We then traverse a pretty district and cross the *Vindel-Elf*, by a bridge 200 yds. long, beyond which, on the right, we have a view of the extensive *Degerfors By*, with a church and 'klockstapel'. — 377 Kil. *Vindeln*. — 390 Kil. *Hällnäs* (800 ft.), at the S. end of a barren tableland traversed by the railway between this point and Storsund. — 416 Kil. *Ekträsk* ('träsk', lake or marsh). — 433 Kil. *Åsträsk* (850 ft.).

453 Kil. *Bastuträsk* (Gästgifvaregård, near the station). Road to *Skellefteå*, see p. 382. — The railway crosses the *Skellefte-Elf*, which forms a fine fall to the right, and reaches —

487 Kil. **Jörn** (855 ft.; **Jernvägs-Hotel*), where a halt is made for dining. — We then cross the *Byske-Elf*. — 518 Kil. *Myrheden*.

529 Kil. *Långträsk* (Gästgifvaregård), the first station in *Norrbottens Län*, is united with (68 Kil.) *Piteå* (p. 382) by a lonely road.

The railway now soon attains its highest point (1155 ft.). — 560 Kil. *Storsund* (665 ft.). — 583 Kil. *Elfsby* (125 ft.; *Gästgifvaregård), with a church and telephone-office, is picturesquely situated on the *Pite-Elf*. A carriage-road descends that river (crossing from the right to the left bank by a ferry near the *Sikfors*) to (54 Kil.) *Piteå* (p. 382).

The railway crosses the Pite-Elf and avoids a ridge of hills by a wide curve to the W. — 602 Kil. *Brännberget* (290 ft.). — 621 Kil. *Hednoret* (72 ft.; steamboat to Edefors, see p. 384). The skjuts station *Heden* lies 1 M. to the E. of the railway-station. — The scenery becomes less stern and cultivation begins to appear. To the left we have a pretty view of the upper course of the *Lule-Elf*, which the line crosses at *Trångforsen*, by a bridge 175 yds. in length.

629 Kil. **Boden** (32 ft.; **Railway Restaurant; Jernvägs-Hotel*, behind the station), a thriving place with a conspicuous church (to the W.), is the junction of the line to *Gellivara* (R. 66). It is known as 'Norrlands Lås' (lock), owing to the strategic importance of its position.

The line to Luleå now turns abruptly to the S. — 637 Kil. *Läfvast;* 646 Kil. *Sunderby.* — 656 Kil. *Gammelstad*, with a church of 1440 containing an ancient carved altar, is the old Luleå (see p. 383). In the neighbourhood are several villas. We pass the drill-ground of *Notviken*, with a pretty view of Luleå, to the right.

665 Kil. (1180 Kil. from Stockholm) *Luleå*, see p. 383. The station lies to the extreme E. of the town (carr. 1-1½ kr.).

62. From Stockholm to Sundsvall and Hernösand by Sea *(Luleå, Haparanda).*

420-440 Kil. — Steamers. The best are the large steamers, *S. G. Hermelin*, *Norbotten*, *Piteå*, *Njord*, *Luleå*, and *Norra Sverige*, which skirt the coast to the N. to Haparanda every other day, touching at Sundsvall almost every trip and at Hernösand twice a week. There are also numerous other steamers plying for shorter distances; *e.g.* the swift *Nordstjernan*, *Carl den Femtonde*, *Hernösand II.*, *J. L. Runeberg*, and *Angermanland*, all touching at Sundsvall and Hernösand; the *Gustaf II. Adolf*, plying to Sundsvall and intermediate stations. Comp. 'Stockholm Norrut' in 'Sveriges Kommunikationer'. Farther information on application to *Carlsson & Co.*, Skeppsbron 10, or (for the 'Gustaf II. Adolf' only) to *Nyman & Schultz*. The voyage to Sundsvall takes about 20 hrs., to Hernösand about 24 hrs. Fares to Sundsvall 15 or 10 kr., to Hernösand 18 or 12 kr.; to Luleå 28 or 24 kr.; to Haparanda 35 or 29 kr.

The voyage along the Swedish coast, with its limitless forests and long mountain-lines, is not without a certain scenic charm, but the traveller will probably find his most striking experience in the effect of the bright summer-nights, which grow shorter and shorter as he proceeds farther N., until they cease altogether. The best plan is to proceed straight through, if possible, to Luleå or Haparanda, and then to return S. in easy stages. — There is a surprizing amount of traffic all along this coast. Immense quantities of timber, besides tar, iron-ore, and cattle, are exported from

the N. in exchange for provisions of all kinds and manufactured articles. — Good and cheap hotels, never overcrowded, are to be found everywhere.

From Stockholm (Skeppsbron) to *Vaxholm* and *Oskar Fredriksborg*, see p. 338. — The steamer remains for some time longer within the Skärgård, crosses the *Ålands Haf*, the bay between the Swedish mainland and the Russian *Åland Islands*, and enters the straits of *Södra Qvarken*. — Before these straits are reached the local steamers turn to the N.W. within the Skärgård, steer between *Gräsö* and the mainland, pass *Öregrund* and traverse the bay of *Öregrunds Grepen*, then beyond the bay of *Löfstaviken* enter the *Bay of Gefle*, and touch at *Gefle* (p. 366).

The direct steamers steer almost due N. through the *Botten Haf*, or *Gulf of Bothnia*. Beyond the lighthouse on the *Stor Jungfru* the coasting-steamers touch at —

Stugusund, the harbour for the old town of **Söderhamn** *(Söderhamn's Hotel; Hôtel Frank;* British vice-consul, *Mr. J. P. Myhre)*, which lies 3 Kil. to the W. Söderhamn, with 10,000 inhab., several factories, and large exports of iron and timber, has been almost entirely rebuilt since the fires of 1860 and 1876, and is united by rail with *Kilafors* (p. 367; the station is close to the harbour of Stugusund).

As the steamer proceeds, we have a view of the *Blacksåsen* (1380 ft.), a mountain rising far inland. We then pass the *Agö*, with its lighthouse. To the left lies *Hornsland*, which has suffered from conflagrations.

Hudiksvall *(Stads-Hotel; Hôtel Helsingland;* British vice-consul, *Mr. O. W. Wallberg)*, with 5000 inhab., several factories, and a timber-trade, is the most ancient town in the Swedish Norrland. It has been rebuilt since fires in 1878 and 1879. Branch-railway to *Ljusdal*, see p. 367.

At the *Brämö*, with its tall lighthouse, the coasting-steamers rejoin the course of the direct boats. We steer to the N.W. into the deep bay on which Sundsvall lies. The forests on the heights to the left were burned in 1888.

Sundsvall. — **Hotels.** *Hôtel Knaust, perhaps the best hotel in the Norrland, with 50 rooms, baths, electric light, etc., pens. 6 kr.; Central Hotel, temperance. — *Tivoli Restaurant*, with garden, to the N. of the town, with pretty view.

Post & Telegraph Office, at the Vängåfvan (p. 379). — **Railway Station,** at the harbour.

British Vice-Consul, *Mr. C. E. Bredenberg.*

Sundsvall, founded in 1648 at the mouth of the *Selångerå*, and handsomely rebuilt in stone after the destructive fire of 1888, has 14,000 inhab. and is one of the chief trading-towns in the Norrland. All round the town, and especially on the *Alnö*, to the E., are extensive saw-mills and factories; and timber to the value of 20,000,000 kr. is annually exported. The trade with Finland is also active; cattle, fish, butter, etc., being imported thence. The

most conspicuous modern buildings are the Gothic *Church*, with a tower 262 ft. in height, the *Elementar-Läroverk*, or grammar-school, in the Renaissance style, and the *Stadhus*, besides several *Banks* and private mansions. Most of these are in the *Esplanade* and the square known as *Vängåfvan*.

The voyage from Sundsvall to Hernösand takes about 4 hours. On a promontory to the left we observe the chapel of the fishing-village of *Astholm*. The S. entrance to the Hernösund is too shallow for large vessels, so that the steamers proceed to the E. and round the island of *Hernö* on the N.

Hernösand. — **Hotels.** STADS-HOTEL, opened by a joint-stock company in 1898; HÔTEL NORRLAND, HÔTEL BÄFVERN, not wholly satisfactory. — *St. Petri-Orden Restaurant*, beside the park. — **British Vice-Consul**, *Mr. Paul Burchardt.*

Hernösand, an old town with 7500 inhab., the capital of *Vesternorrlands Län* and the seat of a bishop, is prettily situated on both sides of the Hernösund, which separates the Hernö from the mainland. The old town, formerly *Hornsanda Bro*, stretches along the shore of the island, with the *Cathedral*, embellished with a colonnade added in 1846, the *Stadhus*, and the *Landes-Residens*, in the Stor-Torg. The N. town, higher up, contains the *Bank*, the *Bishop's House*, and the church of *St. Petriloge*. Bridges lead over the sound to the *Mellanholm*, to the *Railway Station* on the N.W., and to the newer quarters in the S. — Hernösand was the first European town to be lighted with electricity (1877).

Proceeding from the cathedral by the pretty *Public Garden (Stadsträdgård)*, passing the *School of Navigation* on the left, and then following the birch avenue straight on, we reach a point commanding a beautiful view of the town and its environs. The cemetery adjoining the avenue contains the grave of Bishop F. M. Franzén (d. 1847), the poet. Farther on is the 'Utvärdshus' *Rosenbäck*.

The **Vardkassen** (390 ft.), the highest point of the Hernö, commands one of the finest panoramas on the entire coast. It may be ascended in 1½ hr. and is accessible for carriages also. In ancient times it was a 'watch-hill', with a signal-fire always in readiness. A belvedere, 30 ft. high, now crowns the summit.

From Sundsvall and Hernösand to Luleå by Sea, see R. 64.

63. From Hernösand to Sollefteå viâ the Ångerman-Elf.

110 Kil. STEAMER ('Strömkarlen' and 'Sollefteå') twice daily in about 6 hrs. (fare 4 kr. 50 ö.; no reduction on return-tickets). Good restaurant on board. The voyage takes almost exactly the same time in either direction. Those therefore who intend to visit both the Ångerman-Elf and the Indals-Elf (p. 373; strongly recommended) should ascend the former and descend the latter.

The HERNÖSAND & SOLLEFTEÅ RAILWAY (102 Kil. in 4½ hrs.; fares 6 kr. 15, 4 kr. 10 ö.) offers an alternative route, which, though said to be unusually picturesque, offers practically nothing out of the common, except a few views of the river, etc. The steamboat-route is therefore unhesitatingly to be preferred by the foreign traveller.

The steamer steers via the *Ålandsfjärd*, between the *Lungö* and *Hemsö*, on the right, and the mainland, on the left, and enters the *Sannasund*, which divides the *Åbordsö* from the mainland. Saw-mills and other industrial establishments, interspersed with smoking charcoal-piles fed by the waste wood, are numerous, but fortunately do not seriously interfere with the beauty of the scenery.

On the mainland we observe the church of *Högsjö* and call at *Veda*. Veda is also a station on the railway, which skirts the coast beyond this point. — The fjord (Swed. *fjärd*) now receives the name of Ångerman-Elf, but as far as Nyland is still filled with salt water. The E. bank is precipitous, the W. bank flat.

The steamer's ports of call are unimportant. On the W. bank lie *Nänsjö*, *Sprängsviken* (also a railway-station), and *Lunde* (customs station). We pass several islands, including *Sandön*, with glass works, and *Svanön*, with a saw-mill. On the W. bank again is *Frånö*, with a cellulose-factory; behind, on a little bay, is the church of *Gudmundrå*. Then follow *Björknäs*, *Brunne*, and *Kramfors* (railway-station), with a large harbour and a church. On the E. bank of the lake-like stream we see *Lugnvik* and *Lockne*. The steamer skirts the W. bank, and after touching at *Sandviken*, with a pretty view of the *Bollstadvik* to the W., crosses to the E. over the *Strinnefjärd* to the church of *Bjertrå*.

65 Kil. (62 by rail) **Nyland** *(Central Hotel)*, an important seaport with post and telegraph office, banks, etc., is the terminus for several lines of steamers from Stockholm. In 1895 the 'Hohenzollern', with Emp. William II. on board, ascended the river to this point. — At the N. end of the Bollstadvik, about 4 Kil. to the W. of Nyland, stands the old church of *Ytter-Lännäs*, said to date from the 12th cent., with an organ-case of 1652 and paintings.

Above Nyland the banks begin to approach each other, and are higher than those of the Indals-Elf, while numerous steep eminences (*Nipor*, see p. 374) are observed. The current is strong, but the channel is still very wide. Many rafts are seen. The traces of cultivation on the banks become commoner, and churches and villages are more numerous. On the W. bank, immediately above Nyland, is *Sandslån*, an extensive establishment for arranging the floating timber (comp. p. 374). On the same bank, farther on, appear the church of *Torsåker* and, to the right of it, that of *Hexberg*. On the E. bank are the churches of *Styrnäs*, *Boteå*, and *Öfverlännäs*.

The river-bed, becoming narrower, now turns due W. To the right (all on the W. bank) appear in succession the estate of *Holm*, the saw-mill of *Björkä*, and the church of *Sånga*, with a small bathing-place. The scenery becomes wilder. Farther on, still to the right, rise the bald *Paraberg* and the *Multråberg* (with belvedere; about 2 hrs. from Sollefteå). Our vessel now steams up the rapids of *Sträken* and lies to, on the right bank, at the *Djupö Quay*, about 2 Kil. from Sollefteå (carr. 1 kr.).

110 Kil. (102 by rail) **Sollefteå** (*Hôtel Appelberg*, a well-known, old-established house; *Hôtel Rosenqvist*, both near the railway station, to the S.), a town of 1200 inhab., with post and telegraph office, a bank, and various industrial establishments, is prettily situated on the right bank of the Ångerman-Elf, here spanned by an iron bridge (2 ö.). The former name of the town was *Solaturn*. Opposite the Hôtel Appelberg is the *Borgen Nipa*, descending precipitously to the foaming river. On the left bank rises the *Appelbergs Nipa*, wooded at the top, which we may ascend either viâ a path with steps near the bridge or viâ the carriage-road from behind, then steeply to the left. Farther to the W. are several barracks.

Sollefteå is the junction of the Hernösand private railway and of the branch-line to *Långsele*, mentioned at p. 376.

The journey may also be continued from Sollefteå by means of the steam-launch 'Anna', which starts every morning from the *Billsta Strand*, 5 min. above the bridge. The pretty voyage up the Ångerman-Elf leads past the mouth of the *Faxe-Elf* (p. 376) to (1 hr.) *Edsby*, near the church of *Ed* and the skjuts-station of *Östanbäck* (13 Kil. from Sollefteå). — Thence we proceed by carriage (ordered in advance on the steamer), crossing the railway at the *Forsmo Bridge* (p. 376), to the railway-station of *Selsjö* (p. 376) or to (4 Kil.) *Edsbordet*, where the steam-launch 'Borup' awaits passengers for *Rödsta* (p. 376), higher up the stream.

64. From Sundsvall and Hernösand to Luleå by Sea (*Haparanda*).

450 Kil. Besides the large steamers ('S. G. Hermelin', etc.) mentioned on p. 377 and sailing every other day, and the steamers ('Carl XV.', etc.) plying viâ Nyland to *Örnsköldsvik* and Husum, there is a special line of weekly steamers ('Norrland' and 'Elias Sehlstedt') plying from Sundsvall viâ *Hernösand*, *Örnsköldsvik*, *Umeå*, *Skellefteå*, *Piteå*, and other intermediate stations, to *Luleå* or *Haparanda* (agents: in Sundsvall, Joachimson; in Hernösand, Ramström). The direct voyage from Sundsvall takes about 12 hrs. in the larger steamers (fares 23 kr., 18 kr.). — The 'Nordstjernan' (p. 377) also plies as far as Örnsköldsvik.

Leaving Hernösand, the larger steamers steer past the *Lungö* into the open Gulf of Bothnia, passing the peninsula of *Nordingrå* and numerous islands, behind which lie *Nora*, *Häggvik*, *Ullånger*, and other calling-places of the local steamers. The district of Häggvik, known as *Nordingråland* from its church, is frequently visited from Hernösand; the inns are clean, but somewhat primitive. Before reaching the promontory of *Skags Udde* (lighthouse) the steamer steers to the N.W. among the coast-islands and enters the bay of —

Örnsköldsvik (*Hôtel Örn*; Brit. vice-consul, *Mr. H. Ohngren*), with the town of that name (2470 inhab.), founded in 1842 and named after the provincial governor P. A. Örnsköld. — Branch-railway to *Mellansel*, see p. 376. — If time permit, a visit may be paid hence to the *Åsberg* (2 hrs. there and back).

The steamer now doubles the Skags Udde and enters the open sea. On the coast lie *Husum* and *Nordmaling*, touched at by the local steamers. To the E. is the *Sydostbrotten*, a reef marked by a

light-ship. After about 6 hrs. we reach the embouchure of the Ume-Elf, with the villages of —

Holmsund, *Djupvik*, and *Sandviken*, which together form the harbour of Umeå, and are connected with that town (12 Kil.) by a service of steam-launches. — **Umeå** *(Central Hotel; Hôtel Forsberg;* Brit. vice-consul, *Mr. W. Glas)*, the capital of *Vesterbottenslän*, with about 3650 inhab., was originally founded by Gustavus Adolphus, on the *Ume-Elf*, which is too shallow to permit the approach of vessels of heavy tonnage. Since a destructive fire in 1888 the town has been handsomely rebuilt. — Railway to *Vännäs* (31 Kil. in 1 hr.; fares 1 kr. 65, 1 kr. 10 ö.), see p. 376.

Our course now lies through the *Vestra Qvarken*, the strait between the mainland and a chain of islands usually named after *Holmö*, the largest and northernmost of the group. At the S. end of the chain is the lighthouse of *Sör Gadden*, at the N. end that of *Fjäderägg*. The sea outside the islands is known as the *Östra Qvarken*. In 1809 the Russian general Barclay de Tolly, with an army of 6000 men, crossed both the Qvarken on the ice, and pushed his way to Umeå, thus preparing the way for the treaty of Sept. 17th, 1809, which finally separated Finland from Sweden.

The Sundsvall steamers next touch at *Ratan*, an ancient Bothnian trading-place. Records as to the water-level at the harbour, kept since 1749, prove that the land here has risen at the rate of about $^2/_5$ in. annually. The local steamers also touch at *Sikeå*, with the large iron-works of *Robertsfors Bruk* (7 Kil. inland), and at *Kallviken*. — The steamer rounds the *Bjuröklubben*, with its loftily situated lighthouse, and reaches —

Ursviken (hotel), the beautiful harbour of Skellefteå, with factories, saw-mills, etc. — Steam-launches, starting every hour, ply hence in $1^1/_4$ hr. to (14 Kil.) **Skellefteå** *(Stads-Hotel;* Brit. vice-consul, *Mr. O. V. Wallberg)*, a town of 1200 inhab., on the *Skellefte-Elf*. Its church, 2 Kil. to the W., is praised by Leopold von Buch (1809). Per Högström, the 'Apostle of the Lappmark', was pastor here about the middle of the 18th century.

From Skellefteå to Bastuträsk, 58 Kil., road, with skjuts-stations, up the left bank of the Skellefteå. — 12 Kil. *Medle.* At (16 Kil.) *Krångfors* the river forms a fine waterfall (but the *Finnfors*, 8 Kil. farther on, is finer; carr. there and back 3 kr.). — The road now crosses to the right bank and finally quits the river-valley. 19 Kil. *Röjnoret.* 11 Kil. *Bastuträsk*, with railway-station, see p. 376.

Several other small seaports lie on the coast: *Kåge; Furugrundet*, with the saw-mill of *Ytterstfors*, harbour for Byske, 5 Kil. inland; and *Åbyn*. Near *Skuthamn* and *Munksund*, with the large lunatic asylum for the province of Norrland, the steamer enters the *Pitsund*, the narrow entrance of the fjord of Piteå.

Piteå *(*Stads-Hotel)*, an old town of 2700 inhab., with its older part on the island of *Pitholm* and its newer quarters on the mainland. — Carriage-road to the railway-station of *Elfsby*, see p. 377.

The steamer returns through the Pitsund, passes several islands of the Skärgård, and steers through the *Tjufholmssund*, where the channel for larger vessels has been formed by dredging. Then, describing a wide curve to the N., we reach —

Luleå. — **Hotels.** STADS-HOTEL, Skeppsbro-Gatan, with restaurant; *HÔTEL WIBELL, a hôtel garni, Trädgårds-Gatan, both near the harbour; *HÔTEL WIBELL'S ANNEX, with restaurant, near the station, to the E. — *Café & Confectioner's*, Stor-Gatan.

Post Office, in the W. Stor-Gatan. — **Telegraph Office**, at the Stadhus. — **Railway Station**, to the E. of the town, comp. p. 377.

British Vice-Consul, *Mr. A. J. Westerberg.*

PHOTOGRAPHS at *Bergman's*, Stor-Gatan. — SUPPLIES FOR TOURS IN LAPLAND: preserved meats, etc., at *Fredrikson's*, Stor-Gatan; wine and spirits (but comp. p. 387) at *Bolagets Vinhandel*, to the S. of the church; woollen rugs ('filt'), etc., at *Bremberg's*, Stor-Gatan.

Luleå, an old town originally founded 11 Kil. higher up the Lule-Elf by Gustavus Adolphus, and transferred to its present site in 1649, has 7000 inhab., and is the capital of *Norrbottens Län*. It occupies a peninsula in the deep *Lulefjärd* and is almost completely surrounded by water. The commercial importance of its situation at the mouth of the great Lule-Elf has been enormously enhanced by the construction of the railway, which has rendered it the seaport for the rich iron-mines of Gellivara. Like nearly all the towns in the Norrland, Luleå owes its handsome appearance to repeated conflagrations, one of which, on June 11th, 1887, consumed nearly all the old timber dwellings. The fine Gothic *Church* was erected at a cost of 400,000 kr. To the W. of the town is the pretty *Hermelins Park*, with the *Läns-Residens*.

The iron-ore is shipped at the *Svartökajen* to the E. of the town, 20 min. to the S. of the railway-station, and most conveniently reached by rowing-boat. The operation of loading the ships is interesting. By means of a huge hydraulic apparatus the railway trucks are emptied bodily into the vessels' holds. The ore (652,795 tons in 1896) is exported to Germany, England, and France.

From Luleå to Haparanda, see p. 389.

65. From Luleå to Kvickjock.

About 310 Kil., an attractive expedition of 4 days. 1st Day. By rail to (1¾ hr.) *Hednoret* and thence by steamer (5 times weekly) to (6-7 hrs.) *Edefors*. — 2nd Day. Walk and row to (3-4 hrs.) *Storbacken*; thence drive to (7-8 hrs.) *Jockmock*. — 3rd Day. Walk (or drive) to the (2½ hrs. or 1½ hr.) *Purkijaur*; thence row (with occasional stages on foot) to (5½ hrs.) *Björkholmen*. — 4th Day. Row to (14-15 hrs.) *Kvickjock*, a fatiguing voyage which some will prefer to break at *Njavri*.

TRAVELLING EXPENSES (carriages and boats) amount to about 50 kr. per head. The 'dagbok' (p. xx) at each skjuts-station gives the distance between the stations in new Swedish miles (of 10 Kil. each) and the charge for the conveyance of a single traveller by stolkärre. For two persons, or for the use of the more comfortable 'embets-åkdon', a vehicle with springs, the charges are higher. In the case, however, of journeys by boat the fares are not given. These, which are the same for 1 or 2 pers., amount to 1 kr. per mile for each rower and 12 ö. for a small boat. Two

rowers are always necessary. The small boats are scarcely large enough for two travellers, who will find the larger boats with three rowers more comfortable. On the 'portages' on foot between the lakes the boatmen are bound to carry 17 Kil. (40 lbs.) weight of luggage without farther charge; heavier luggage should, of course, be left behind. Requests for extra payment should be politely refused. A gratuity of 40-50 ö. is considered liberal.

The ACCOMMODATION, obtained at farm-houses, is clean and cheap (S., R., & B. 1-1½ kr.). The beds are apt to be rather hard, but the food is abundant. The intercourse with the simple, honest, and intelligent peasantry is one of the great charms of the expedition. Lapps are seldom met with.

No especial EQUIPMENT is necessary, except a veil to protect the face and neck from the gnats, which are troublesome in calm weather on land (comp. p. xxv). — PROVISIONS may be purchased at Luleå, but are not required on the journey until beyond Jockmock. — Unfortunately the weather is frequently unsettled.

From Luleå to *Boden* and *Hednoret*, see p. 377. — A good meal should be taken at Boden, as nothing more can be obtained until the evening. There is no restaurant on board the steamer.

The steamboat journey up the broad *Lule-Elf* is very picturesque. On the left bank are *Bredåker*, and, farther on, *Svartlå*, the first station. Then, on the right bank, appears the church of *Åminnet* The second station is *Harads* (left bank), with a modern church, opposite which, in a beautiful situation on the right bank, are the buildings of the *Bodträskfors Company*, to which the entire surrounding district belongs. The river-banks now become steep and sandy. After about 6 hrs. from the start we reach —

Nedre Edefors (**Hotel*), situated 57 Kil. from Hednoret on the left bank of the Lule-Elf, which forms the grand **Edefors* about 5 min. higher up. A walk to the fall, which is spanned by a railway-bridge, should on no account be omitted. Large electric works are about to be erected here.

Hence to Storbacken we have a choice of routes. We may either drive, crossing the bridge and ascending the right bank of the river, or row (boat 4 kr. 55 ö.) from (1½ M.) *Öfvre Edefors*, reached by carriage or on foot, up the beautiful upper Lule-Elf, viâ *Storsand*.

20 Kil. *Storbacken* (*Inn, moderate), the first place in the Lappmark, is finely situated on the right bank of the dark Lule-Elf.

An expedition may be made hence to (4 hrs.) the **Porsifors*, the imposing series of falls, nearly 3 M. long, which the *Stora Lule-Elf* forms immediately above its junction with the Lilla Lule-Elf. We row upstream for about 5 Kil.; then ascend on foot for 4 Kil. more.

From Storbacken to *Murjek* (16 Kil.), see p. 387.

The hilly road (carr. 3 kr. 90 ö.) continues to ascend the right bank of the Lule-Elf, at some distance from the river, traversing woods and passing *Vuóllerim* and *Pájerim*, to —

26 Kil. *Koskats* (good quarters), above the lake of the same name.

Thence (carr. 4 kr.) it descends through lonely and burnt forests to the Lilla Lule-Elf, on the opposite bank of which we observe *Smeds* or *Mattisudden*.

27 Kil. **Jockmock** (840 ft.; **Rhénman's Inn*), an important tourist-station, with a church and physician. The name means 'rapids'; the Lappish name is *Tálvatis* (winter-market).

WALKS. The Lilla Lule-Elf forms two important waterfalls, within a distance of 4 Kil. from its emergence from the Vaikijaur (see below). The **Akkatje Fall* is reached in about 1 hr. by following the road to the N. to the '1 Mil-stolpa' and thence proceeding to the right for 10 min. more in the direction of the sound. The best view is from below, especially before noon. The *Kajtum Fall*, 20 min. to the N.E. (guide convenient; 50 ö.) is divided into two parts by an island; the right half alone is accessible. The height of the Vaikijaur is 846 ft. above the sea-level; that of the river just below the Kajtum Fall is 712 ft.

FROM JOCKMOCK TO THE HARSPRÅNG, 43 Kil., AND THENCE TO ABBORTRÄSK (p. 389), 38 Kil., a fatiguing expedition of 2 days (guide and provisions essential). — 1st Day. We follow the carriage-road to (1 hr.) *Luspe* (see below); cross the *Vaikijaur* in a boat (which must be ordered in advance) to (20 min.) the hamlet of *Vaikijaure* (850 ft.) on the N.E. bank; walk to the (14 Kil.) *Anajaur* (955 ft.); cross that lake by boat; and walk to (6 Kil.) *Ligga*, where tolerable nightquarters may be found. — 2nd Day. We walk to (14 Kil.) the **Harsprång* ('hare's leap'; Lapp. *Njommelsaska*), the magnificent fall formed by the Stora Lule-Elf, which issues from the Great Lulesjö. The principal fall has a sheer leap of 100 ft., but including the rapids above and below, extending over a distance of 1¼ M., the total fall is 250 ft. The effect is heightened by the wild and untrodden forests that frame the scene. — In continuing our journey, we row across the river, and then proceed on foot by a hilly road to (14 Kil.) *Porjus* (1185 ft.; good quarters), close to the efflux of the Stora Lule-Elf from the long S. bay of the Stora Lulesjö. Thence we go on to (15 Kil.) the *Mellersta Stubba*, cross that mountain, and proceed as indicated on p. 389 to *Abborträsk*. — If the second night be spent at Porjus, we may reach *Kaltisluokta* (p. 389) on the 3rd day.

Two carriage-roads lead from Jockmock to the *Vaikijaur*. The old road reaches the lake at *Luspe*, at the discharge of the Lilla Lule-Elf, 5 Kil. to the N. of Jockmock. The new road strikes the lake at (7 Kil.) *Saskam*, and proceeds thence to the (5 Kil.) Purkijaur. Luspe is 10 Kil. from the W. end of the Vaikijaur (boat 3 kr. 40 ö.; strong current); thence to the Purkijaur, 2 Kil.

We take a boat (2 kr. 65 ö.) across the *Purkijaur* (890 ft.), passing the fairly well-peopled *Purkiholm* and other islands, land at *Kavatjeviken*, and thence walk in 1 hr. to —

15 Kil. *Lulleketje* on the *Randijaur* (925 ft.). One of the boatmen meantime goes on ahead to the station of *Östra Randijaur* (good quarters), to order a boat (2 kr. 78 ö.) for crossing the lake. Near the end of the passage, which takes about 2 hrs., we have a fine view of the *Parkijaurfors*, between the Randijaur and the Parkijaur.

14 Kil. *Parkijaur* (960 ft.; tolerable quarters). We row (boat 3 kr.) across the lake, 9 Kil. in length, to the *Björkholmsmorka;* walk thence to (10 min.) the S.E. end of *Lake Skalka* (970 ft.); and row thence to (½ hr.) —

13 Kil. *Björkholmen*, a small island in the E. part of Lake Skalka, where two farm-houses offer good nightquarters. Good view of the entire lake as far as the mountains on the W., the Kabla, and the Pårtefjällen (on the right).

The remainder of the journey to Kvickjock is very beautiful

(but comp. p. 389). We row (boat 8 kr. 90 ö.) past the islands of *Unna* and *Stuor Rihtasuolo* (suolo = island), and observe, on the S. bank of the lake, *Granudden* (quarters for 2 pers.), the point where the mail-carriers from Jockmock and Kvickjock meet to exchange loads every Friday. Stemming the strong current, the boat reaches *Tjåmotes*, on the lake of the same name (975 ft.), which we navigate from end to end, with a view of the Kabla to the N.

45 Kil. *Njavvi*, two farm-houses offering good accommodation.

Crossing the 3 Kil. wide 'Morka', we next reach the beautiful *Saggatjaur* (995 ft.), on which we once more embark for Kvickjock (boat 6 kr. 80 ö.). On the S. bank of the lake the *Predikstolen* on *Mt. Ailates* is conspicuous, while on the N. bank rises the *Njanja* (3115 ft.). A short halt is usually made at *Årrenjarka*, on the N. bank. As soon as we have rowed past the waterfall of *Kådjojoek* (on the right), the lake bends to the N. and a magnificent view is disclosed of the mountains of Kvickjock, from the *Pårtefjällen* on the E. to the *Staika* on the W. Passing the island of *Storholm*, we now enter the broad embouchure of the *Kamajock*, which is joined on the W. (left) by the *Tarrajock*. The alluvial banks of both rivers (the 'Kvickjock Delta') are surprizingly well-wooded.

35 Kil. **Kvickjock.** — Inn kept by *Nilsson*, the agent of the Tourists' Union, with 5 rooms, good and comparatively inexpensive; interesting visitors' book. — Members of the Swedish Tourists' Union (p. xxv), who purpose to make mountain-excursions hence, may here borrow a tent, maps, and a *wuosma*, or canvas-boat for crossing rivers. Horses may be hired for the journey to Norway, with side-saddles if desired.

Kvickjock (1065 ft.), now consisting of half-a-dozen red-painted cottages, a little church, and a parsonage (post-office), owes its foundation in the 18th cent. to a long-abandoned silver-mine. The name (Lapp. *Kuöikajock* = rapid brook) is derived from the rapids on the Kamajock. The midnight sun is visible hence as long as from Bodø (table, see p. 224); an excellent point of view is the summit of the **Snärak* (2565 ft.; 2½ hrs. there and back by a marked path, but guide useful), which rises to the E. The *Prinskullen* (2435 ft.), to the N.W., on the right bank of the Kamajock, commands a pretty view of the delta and the Saggatsjö. It owes its name to a visit of Prince Charles, afterwards Charles XV. The view from the *Vallispiken* (4555 ft.; one day there and back), on the slope of which the Prinskullen rises, is variously spoken of (comp. the visitors' book).

Details as to longer Excursions, *e.g.* viâ the *Ruotevare Malmberg* to the *Luottohjöklar* in the *Pårtefjällen*, etc., will be found in the guidebook of the Swedish Tourists' Union. — To the *Stora Sjöfall* and *Gellivara*, see p. 389.

From Kvickjock to Bodø, 4 days, of which three are on foot, fatiguing and involving the fording of various brooks and rivers. The use of 'bandskor' on the feet is recommended. A guide (20 kr.) and provisions are necessary. — 1st Day. Rowing-boat on the Tarrajock, and then walk hrough wood to *Njunjes* (fair quarters) in about 6 hrs.; then walk to

the *Tarrasjö* and cross it by rowing-boat to the *Tarra Hut* (very primitive), in about 5 hrs. — 2nd Day. Walk through the Lappland Alps and over the fjeld to the (10 hrs.) *Varvek Hut* (still more primitive). — 3rd Day. Walk to the *Piski-Jaur* and through the *Lairodal* to the *Lommi-Jaur* and *Furulund* (p. 234), in about 10 hrs.

66. From Luleå to Gellivara and the Malmberg.

211 Kil. Railway. To (204 Kil.) *Gellivara*, two trains daily in 7-9 hrs. (fares 10 kr. 75, 7 kr. 30 ö.; return-tickets valid for six days). — This railway, built by an English company in 1884-88 and purchased by the Swedish government in 1891, serves almost exclusively for the transport of the iron-ore to the coast. It traverses a weary monotony of forest, lake, and marsh, but Gellivara itself repays the long journey. — The introduction of spirituous liquors into the Lappmark is forbidden, but 'Lönkrögare', or smugglers, are numerous.

From Luleå to (36 Kil.) *Boden*, see p. 377. — The railway at first traverses cultivated land, then ascends through wood. — 55 Kil. *Ljusâ.* — 76 Kil. *Sandträsk.* To the right, on the other side of the lake, is the attractive country-seat of Col. Bergmann. — 96 Kil. *Labaträsk;* 108 Kil. *Näsberg.* About 4 Kil. farther on, notice-boards on each side of the line mark the frontier of the *Lappmark.*

120 Kil. *Murjek* or *Muorjek* (790 ft.; rfmts.).

From Murjek to Storbacken, 16 Kil., with skjuts. The skjuts-station is 3 Kil. from the railway-station of Murjek. This route is recommended for the return, in which case the carriage (1 pers. 2 kr. 70, 2 pers. 4 kr. 50 ö.) should be ordered by telegram from Gellivara to meet the train. The road is at first uninteresting, until near the end, when it descends to the Luleå, which must be crossed by ferry. *Storbacken*, and thence to Luleå, see p. 384.

The railway, 1000 ft. above the sea-level, now crosses the *Arctic Circle*, which is indicated by notice-boards. 134 Kil. *Polcirkeln.* — We cross the *Råne-Elf.* — 157 Kil. *Nattavara* (1055 ft.) is about 4 Kil. from the settlement of that name ('vara' is Finnish for mountain). A few isolated heights now begin to rise above the plateau, and the Dundret (p. 388) soon becomes visible on the left. — 174 Kil. *Nuortikon.* — 184 Kil. *Ripats* (1375 ft.). We then pass the *Villa Fjällnäs*, belonging to Col. Bergmann.

204 Kil. **Gellivara** (1180 ft.). — **Hotels.** *Grand Hôtel (landlady, *Mrs. Smith*), at the station, well managed, good wine but no spirits; Gästgifvaregård. — *Post & Telegraph Office.* — *Physician.* — *Chemist's Shop.*

The station-master, who is also the 'Ombudsman', or agent, of the Swedish Tourists' Union and supplies all information concerning tours in the Lappmark, keeps the key of the pavilion on the *Gellivara-Dundret* (p. 388), which he gives to members of the Union in exchange for a receipt. He also supplies scientific instruments for the more accurate use of the direction-table in the pavilion; but these are heavy to carry and probably superfluous for most travellers.

Gellivara, with its modern church and attractive houses, is prettily situated on the *Vâsarajärvi* (Lapp. *Vadtjerjaure*), a lake from which the *Vâsara-Elf* issues. To the S.W. of the station is the disused Lapp chapel, in which Per Högström (p. 382) preached about the middle of the 18th century. Beside it is an ancient cemetery.

The hill of ***Gellivara-Dundret** (2700 ft.), formerly named *Vâsaratúnturi*, about 5 Kil. to the S.W., affords an excellent view of the midnight sun from June 5th to July 11th. The ascent takes $1^1/_2$ -$1^3/_4$ hr. (adult guide, 3 kr., unnecessary). We skirt the railway to the S., cross the bridge, and ascend through the gardens of the Villa Fjällnäs. Farther on we take the marked path to the right through scanty and occasionally swampy woods (numerous gnats), then follow the barren ridge to the left to the *Pavilion* (p. 387) on the summit. The view ranges over an immense forest-clad plateau, interrupted by a few isolated hills and dotted with lakes; to the W. rises a snow-covered range of mountains, extending from the Sarjek, on the S., to the Adnetjåkko, on the N. A direction-table ('syftplatta'; locked) names the mountains. The Dundret is formed of gabbro, with layers of apatite.

About 5 Kil. to the N. rises the **Malmberg** (2025 ft.), with the famous iron-mines. This is the terminus of the railway (7 Kil. from Gellivara; three passenger-trains daily in 20-25 min.). The village at the base of the hill, with its irregularly built houses and its little church, has quite an American appearance. There is no inn. A photographer offers pretty views of the neighbourhood for sale.

The iron-ore, which is found throughout an area of about 60 acres, is deposited in almost perpendicular veins in the gneiss of the mountain, and is worked partly by shafts from the side, partly from above. The mines belong to the *Gellivara Malmfällt*, a joint-stock company, which employs about 2000 workmen in summer and about 1600 in winter. Electric works near the house of the manager ('disponent') supply the motive power. There are at present twelve mines in operation. The oldest of these, the *Hertigen (af Östergötland)-Grufva*, near the railway-station, consists of an 'upper' and a 'lower' mine. The shaft at the end of the latter affords an interesting glimpse of the geological structure of the mountain. The most important 'upper' mines are the *Thingvalla-Grufva* and the immediately adjacent *Kong-Oskars-Grufva*, to which a railway siding leads (5 Kil.; follow the rails). Among the other mines on the mountain are the *Nedra Välkomna Grufva*, the *Östra Välkomna Grufva*, the *Johans-Grufva*, the *Josefina-Grufva*, and the *Hertigen af Uppland Grufva*. Visitors are generally allowed to wander at discretion among the mines; but a look-out should be kept for blasting-operations. Those who desire special information should apply to the 'disponent'. — Pines and firs grow on the base of the Malmberg, and birch-trees higher up. The summit, which is free of trees, commands a wide panorama.

The iron deposits of Gellivara have been known since the 18th cent., but the first systematic attempt to work them was made at the beginning of the 19th cent. by *Baron S. G. Hermelin*, a benefactor in many ways to the Swedish Norrland. Several English companies took part in the exploitation after about 1860, but it was not until the foundation of the present company in 1890 and the purchase and development of the railway by the Swedish Government (p. 387), that the operations were made to

pay. The ore contains 55-65 per cent of pure iron. It is sorted at the mines in the 'skreda' and then despatched by rail to Luleå (p. 383). The workmen are all either Swedes or Finns; no Lapps are employed. Wages are paid on the first Sat. in each month.

From Gellivara to Kvickjock, a celebrated but fatiguing and expensive expedition of 6-7 days over lakes and mountains. Equipment, see p. xxiv. Two porters are necessary (2½-3 kr. each per day, and as much for their return-journey). Boats for crossing the lakes have been provided by the Tourists' Union. — 1st Day. Row across the *Vâsaratträsk* (5 Kil.) and walk to (16 Kil.) *Abborträsk* (fair quarters). — 2nd Day. Walk, crossing numerous swamps by means of 'spångningar' or board-paths, to the (14 Kil.) *Mellersta Stubba* (2120 ft.), cross the mountain-ridge and proceed to the N.W. to (15 Kil.) *Sjaunaluokta* (luokta = bay) on the *Stora Lule Träsk* (1210 ft.), and finally row over that lake to (25 Kil.) *Kaltisluokta* (tolerable quarters). [The route to the S.W. from the Mellersta Stubba leads to Porjus and the Harsprång, see p. 385.] — 3rd Day. Row to (25 Kil.) *Jaurikaskaluokta*, walk across the 'Morka' (2 Kil.) while the boat is being towed through the rapids, proceed again in the boat on the *Langasjaur* (jaur = lake) to *Saltoluokta* or *Aholuokta*, and thence walk to the (13 Kil.) tourist-hut beside the ***Stora Sjöfallet** (Lapp. *Ätna Muorkekårtje*), the finest waterfall in Sweden next to the Harsprång (p. 385). The entire stream from the *Kårtjejaur* here falls in two leaps into the Langasjaur, 130 ft. below. The view from the *Juobmotjåkko* (3910 ft.), to the N. of the lake, is said to be fine. — 4th Day. Row back to *Saltoluokta*, on the S. bank of the lake, and walk thence to (23 Kil.) the tourist-hut on the *Situojaur*. — 5th Day. Row across the lake and walk over the mountain-plateau to (10 Kil.) *Aktsek*, on the beautiful *Laidaure* (1635 ft.), cross that lake, and walk to (17 Kil.) the tourist-hut on the *Sjabatjakka Lake* (1620 ft.). — 6th Day. Row across the lake, walk to the *Stuor Tata*, cross that lake, and walk to (18 Kil.) *Kvickjock* (p. 386).

67. From Luleå to Haparanda by Sea.

100 Kil. Steamer (the 'S. G. Hermelin', etc., p. 377) every other day in 9-12 hrs. (fare 7 kr., 5 kr.); also the 'Norrland' (p. 381), twice a month.

Luleå, see p. 383. — The steamer steers to the N. from the harbour and traverses the *Svartösund*, passing three large salmon fishing establishments. Our course now lies within the Skärgård. Some of the steamers touch at *Strömsund*, the harbour of *Råneå*, others at *Töre* on the *Törfjärden*, and nearly all at —

Karlsborg, the harbour of Neder Kalix. On the island of *Sandholm*, opposite the harbour, is the well-equipped but little frequented bathing-place of *Nordanskärs*. — From Karlsborg a service of steam-launches plies to the N. to (10 Kil.) the little town of **Neder Kalix** (**Gästgifvaregård*), on the *Kalix-Elf*. This river forms several cataracts, the finest of which are the *Stråkanäsfors* and the *Kamlungen* (respectively 5 and 15 Kil. above the town). Special boats ('forsbåtar') are used for the purpose of descending these rapids, and are navigated with great skill by the boatmen ('forskarlar'). Tourists have an opportunity of enjoying this exciting trip ('forsfärd').

Beyond Karlsborg the steamer remains within the Skärgård, passing to the N. of the island of *Seskarö*, on which several merchants of Haparanda have summer-residences. We then reach —

Salmis, the harbour of Haparanda, 11 Kil. from that town, with which communication is maintained by carriage (1-2 pers. 2 kr.; not always to be had) and by the steam-launch 'Zanthos' (1 kr.), which ascends the *Torne-Elf*. To the right appears the conspicuous domed church of Torneå, in Finland.

Haparanda (*Hotel*, with restaurant), the northernmost town in Sweden, with 1350 inhab. and clean and broad, but unpaved, streets, is situated on the swampy W. arm of the *Torne-Elf*. The main channel of the river has, however, lain farther to the E. since the beginning of the 19th century. The name has been derived from the Finnish 'Haapa-ranta', 'shore of aspens'. Near the river is a modest *Public Park*, commanding an attractive view of Torneå and its domed church. The church of Haparanda stands on a hill to the W. of the town, overlooking the river-valley.

A long timber-bridge (toll 10 ö.) leads over the old river-bed to —

Torneå (**Hotel*), in the Russian grand-duchy of Finland. The town (1200 inhab.), founded by Gustavus II. Adolphus but resigned by Sweden at the peace of 1809 (p. lxx), has a less prosperous but quainter appearance than Haparanda. Pretty walks may be taken to the old church on the N.E., and to the *Greek Chapel* on the S. A fine summer night spent on the main stream of the *Torne-Elf*, which washes the E. side of the town, will probably long linger in the traveller's memory.

The seaport of Torneå is *Röyttä*, to the S., with a saw-mill.

A road, with 'fast' skjuts-stations, leads from Haparanda up the right bank of the Torne-Elf, through a well-cultivated and sometimes beautiful country, viâ (17 Kil.) *Kukkola*, (18 Kil.) *Korpikylä*, (16 Kil.) *Päkila*, the church of *Hietaniemi*, (4 Kil.) *Koivukylä*, (8 Kil.) *Niemis*, and (21 Kil.) *Ruskola*, to (3 Kil.) *Matarengi* (inn), near the church of *Öfver Torneå*. The top of the **Avasaxa** (750 ft.), on the opposite side of the river, commands a view of the midnight sun from 22nd to 25th June, and was at one time much frequented on these days. Now, however, that the phenomenon is more conveniently viewed elsewhere (pp. 388, 224), natives of the district are alone to be met with here. — The road quits the river and ascends viâ (15 Kil.) *Kusijärvi*, (19 Kil.) *Ruokojärvi*, (22 Kil.) *Pirtiniemi*, (11 Kil.) *Ohtanajärvi*, (22 Kil.) *Sattajärvi*, and (15 Kil.) *Pájala*. We here rejoin the Torne-Elf, which forms a waterfall, 60 ft. in height, at the iron-works of *Kengis Bruk*, 7 Kil. to the E. — From this point we may return to Haparanda by the river, which receives the *Muonio-Elf* a little lower down. — Up the Muonio-Elf to Karesuando, see R. 36.

From Pájala the road continues to ascend the right bank of the Torne-Elf to (100 Kil.; 292 Kil. from Haparanda) *Vittangi*. — About 53 Kil. farther to the N.W. is *Jukasjärvi*, the church-register of which contains interesting entries made by famous travellers. One of these, by *Regnard*, the French savant (1681), concludes with the words —

'*Sistimus hic tandem, nobis ubi defuit orbis*'.

This region was also visited by *Charles XI.* in 1694, by *Linnæus* in 1732, by *Celsius* and *Maupertuis* in 1736, and by *Louis Philippe* in 1796.

SKAGERRAK
KATTEGAT
JYLLAND
Vend-syssel
Thy land
Djursland
Salling
Mors
LIMFJORD
LIIM-FJORD
Skagens Horn
Skagen
Frederikshavn
Hjörring
Aalborg
Hirtshals
Hanstholm
Thisted
Lökken
Blokhusene
Fjerritslev
Aggersborg
Lögstör
Viborg
Skive
Holstebro
Lemvig
Struer
Ringkjöbing
Herning
Silkeborg
Aarhus
Randers
Hobro
Mariager
Mariager-Fjord
Randers-Fjord
Grenaa
Fornæs
Hals
Skanderborg
Horsens
Samsö
Anholt
Læsö
Österby
Byrum
Hesselö
Sejerö
Göteborg
Hisingen
Partilled
Borås
Fristad
Kungsbacka
Warberg
Falkenberg
Halmstad
Laholms-Bucht
Laholm
Båstad
Kullen
Höganæs
Helsingör
Helsingborg
Landskrona
Helsinge
Frederikssund
Hilleröd
Gilbjerg Hoved
Ise-Fjord
Frederiksværk
Nymindegab
Skjern
Ringkjöbing Fj.
Nissum Fj.
Agger
Thyborön-Kan.
Kristiansand
Kristiania
Arendal
Östl. 10 v. Paris

SJÆLLAND
FYEN
SCHLESWIG
HOLSTEIN
MECKLENBURG
POMMERN
HANNOVER
LAALAND
Falster
Fehmarn
Langeland
Aerö
Möen
OSTSEE
NORD
NORDFRIESISCHE INSELN
Grosser Belt
Kleiner Belt
Fehmarn-Belt
Kieler-B.
Lübecker-B.
Kjöge-B.
KJOBENHAVN
Roskilde
Kallundborg
Kolding
Fredericia
Odense
Nyborg
Korsör
Slagelse
Sorö
Næstved
Svendborg
Vordingborg
Nakskov
Nykjöbing
Gjedser Odde
Darsser Ort
Zingst
Barth
Ribnitz
Rostock
Warnemünde
Wismar
Bützow
Güstrow
Teterow
Malchin
Poel
Lübeck
Travemünde
Neustadt
Oldenburg
Heiligenhafen
Plön
Eutin
Kiel
Eckernförde
Schleswig
Flensburg
Apenrade
Hadersleben
Tondern
Husum
Friedrichstadt
Rendsburg
Neumünster
Itzehoe
Glückstadt
Elmshorn
Heide
Meldorf
Büsum
Friedrichskoog
Cuxhafen
Otterndorf
Brunsbüttel
Tönning
Garding
Nordstrand
Pellworm
Hooge
Amrum
Föhr
Wyk
Sylt
Westerland
Keitum
Romö
Fanö
Esbjerg
Varde
Blaavands Huk
Halligen
Östl. v. Greenwich
Östl. 6 v. Paris
1 : 2.400.000
Kilometer
Engl. Miles
Geograph. Anstalt von
Wagner & Debes, Leipzig

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68. Copenhagen and its Environs.

Arrival. By Steamer. Steamers from British and German ports, Stockholm, and Finland land at the Toldbold (Pl. 44; M, 4); those from Danish ports, Gotenburg, and Christiania at the Kvæsthusbro (Pl. M, 5); and those from Malmö, Landskrona, and Helsingborg at the corner of the Havne-Gade and Nyhavn (Pl. L, 6). *Porter* ('Drager') for carrying a trunk to the custom-house and thence to a cab 30-50 ø.; for luggage over 56 lbs. more in proportion. — By Railway. Luggage booked through to Copenhagen from abroad is reclaimed at the custom-house. Porter for carrying a trunk to a cab 25-30 ø. — Cab Tariff, see p. 392. — Railway Stations: *Main Station* (Pl. G, 7), for all trains except those to N. Zealand; *North Station* (Pl. G, 6), for N. Zealand, Helsingborg, Gotenburg, and Christiania; *Klampenborg Station* (Pl. G, 6), for Klampenborg, Skodsborg, etc.; *East Station* (Pl. K, L, 3), for the ordinary trains of the coast-line to Klampenborg, Skodsborg, and Helsingør. — Steamboat Offices: *Forenede Dampskibs-Selskab* (to Newcastle, London, Hull, Stettin, Kiel, Gotenburg, Christiania), Kvæsthus-Gade 9, at the S.E. corner of the St. Annæ-Plads (Pl. L, M, 6); *C. K. Hansen* (to Hull, Leith, Stettin), Toldbodvei 5; *E. Friis* (to Stralsund), Amalie-Gade 31 (Pl. L, 5); *C. Krarup* (Swedish vessels to Lübeck and Gotenburg), Amalie-Gade 31.

Hotels (English spoken at many of them). Angleterre (Pl. a; K, 6), Kongens Nytorv 34, in the centre of the town, with café-restaurant, R. from 2½, B. 1, déj. 2½, table-d'hôte (at 4.30 p.m.) 3, D. at separate tables (4.30-8 p.m.) 4 kr.; *Phœnix (Pl. b; L, 5), Bred-Gade 37, at the corner of Dronningens Tvær-Gade, with café-restaurant, R. & A. from 2, B. 1, D. 3 kr.; *Kongen af Danmark (Pl. c; K, 6), at the corner of the Holmens-Kanal and the Niels-Juels-Gade, with café and restaurant; *Monopol (Pl. e; K, 6), Vingaards-Stræde 1, similar prices, D. 3½ kr. (5 p.m.). — *Near the Main Railway Station:* *Hôtel Dagmar (Pl. 50; H, 7), at the corner of the Jernbane-Gade and the Vestre Boulevard, R., L., & A. from 2, B. 1 kr., with café-restaurant (D. from 2 p.m. 2½ kr., beer on draught); *Hôt. National, Jernbane-Gade 9 and Vesterbros-Passage, R. from 2 kr.; Métropole (Pl. i; H, 7), Raadhus-Plads, with restaurant, R. from 2, B. ¾ kr.; *Central Hotel (Pl. d; H, 7), Vesterbro-Gade, cor. of the Raadhus-Plads, commercial, R. 2, B. 1 kr.; Turist-Hotel (Pl. k; H, 7), Vestre Boulevard 8, R. from 1½, B. ¾, D. 1½-2 kr.; Kjøbenhavn (Pl. h; H, 7), Jernbane-Gade 7; Bellevue (Pl. l;

H, 6), Vestervold-Gade, cor. of Vester-Gade. — The following are unpretending houses, nearer the middle of the town: SKANDINAVISK HOTEL (Pl. f; K, 5), Gothers-Gade 4, near the Kongens Nytorv; BAIER, Pile-Stræde 13 (Pl. I, K, 5, 6); TRE HJORTER (Pl. m; H, 6), Vester-Gade 6, R. 1½ kr. — *Near the Harbour:* NIELSON'S GRAND HÔTEL (Pl. g; L, 6), corner of the Holbergs-Gade and the Peder-Skrams-Gade, R. from 1½ kr.; SÖRENSEN'S GRAND HÔTEL, Peder-Skrams-Gade 7; GERMANIA, Havne-Gade 55; UNION (Pl. n; L, 6), GÖTEBORG, both in the St. Annæ-Plads; LINNEMANN, Peder-Skrams-Gade 1. — For a longer stay: LEOPOLD'S HÔT. GARNI, Hovedvagts-Gade 6; *MEYER'S HOTEL, Vestervold-Gade 3, unpretending; UTTENREITER, Hovedvagts-Gade 2; THUNE'S HÔT. GARNI AND PENSION, Hovedvagts-Gade 2, at the corner of the Kongens Nytorv, recommended to ladies.

Restaurants. **Restaurant Français*, in the Phœnix Hotel (p. 391); **Hôtel d'Angleterre* (p. 391); *Hôtel Dagmar* (p. 391); **Standard*, in the Marmorhus, Kongens Nytorv; *Grand Café*, Nørrevold-Gade; *Tivoli*, Vesterbro-Gade; **Kongelige Skydebanen*, Vesterbro-Gade, a little out of the way, D. 1½-3 kr.; *Esplanade Pavilion*, see p. 404; *Langelinie Pavilion*, Lange Linie (p. 404); *Niels Larsen*, Gammelstrand 34, opp. the Thorvaldsen Museum, fair (good fish).

Cafés and Confectioners. (Cup of tea or coffee 20-25 ø., chocolate 35 ø.; also beer, milk, eggs, and '*Smørrebrød*', or sandwiches). *Hôtel d'Angleterre*, with seats in the open air, see p. 391; *Standard*, see above; *Vienna Café*, at the Hôtel Kongen af Danmark (p. 391); *A Porta*, Kongens Nytorv 17, newspapers and ladies' rooms; *Theater-Café*, behind the Royal Theatre; *Schucani & A Porta*, Store Kjøbmager-Gade 18; *Café Bernina*, corner of Vimmelskaftet and Badstue-Stræde.

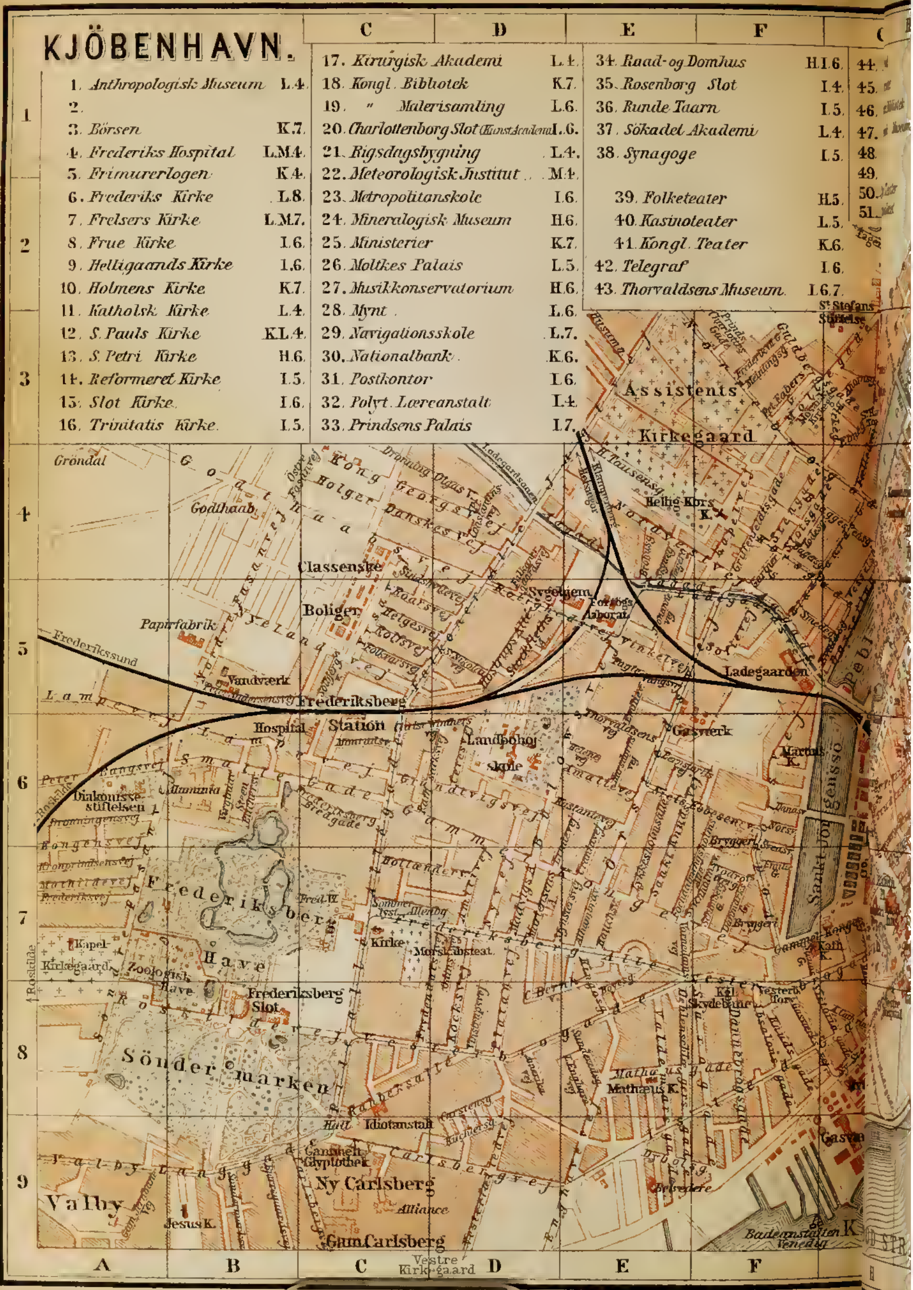
Cabs. The cab district is divided into four concentric zones, the boundaries of which are shown on a map annexed to the tariff. The city proper includes the harbour and Kristianshavn. a. *Ordinary Cabs* (1-4 pers.). Per drive in the city proper 70 ø., into the other zones 30 ø. each; from the city proper to the Frederiksberg Rondel 1 kr., to the Zoological Garden 1½ kr. Per hour ('timevis') 1½ kr.; beyond the city 2 kr.; each ¼ hr. more 40 ø. Half-fare is charged for the return to the centre if the cab be dismissed in an outer zone. Double fare from midnight to 6 a.m. Trunk 15 ø., small articles free. — b. *Taxameter Cabs.* Drive of 800 m. (½ M.) 70 ø., each 400 m. (¼ M.) additional 40 ø.

Tramways (*Sporveie;* cars, *Sporvogne;* fares 5-30 ø.). The following are the most important lines for visitors.

FROM THE KONGENS NYTORV (p. 395; Pl. K, 5, 6). a. (electric tramway, starting on the N. side of the square): Viâ the Gothers-Gade and the suburb of *Nørrebro* to the *Nørrebro Station* on the railway to Helsingør and Klampenborg (see p. 417). — b. (N. side of the square): Viâ the Store Kongens-Gade and Østerbro-Gade to the *Triangel* (Pl. I, 1) and on to Slukefter and Klampenborg. — c. (S. side): By the Bred-Gade, Dronningens Tværgade, *Sølv-Gade*, and Art Museum (Pl. I, 4) to *Tagensvei* (comp. Pl. G, 2). — d. (S. side): Viâ Holmens-Kanal, past the palace of Christiansborg, across the Raadhus-Plads, past the *Tivoli*, through the Vester-Farimags-Gade, past the *Railway Stations*, between the St. Jørgenssø and the Peblingesø (Pl. G, 5, 4), and through the Ewalds-Gade and the Kors-Gade to the *Griffenfeldts-Gade* (Pl. F, 4). — e. (E. and S. sides): one branch to the Tivoli as in line d and then through the Vesterbro-Gade and the Frederiksberg-Allée to the Rondel outside the *Frederiksberg Park* (Pl. C, 7), and another branch by the Bred-Gade, Toldbodvei, and Østerbro-Gade to the Triangel (Pl. I, 1).

II. FROM THE GAMMELTORV by the *Nørre-Gade*, Venders-Gade, and Farimags-Gade to the *Sølvtorv* (Pl. I, 4), with connection for the Triangel (Pl. I, 1).

III. FROM THE RAADHUS-PLADS (Pl. H, 7): a. By the Vestervold-Gade, Gyldenløves-Gade, Ladegaardsvei, Rolighedsvei, Falkoner-Allée, and Allée-Gade to the *Frederiksberg Park* (Pl. C, 7). — b. By the Vesterbro-Gade and Frederiksberg-Allée (or along the Vesterbro-Gade throughout its whole length) and along the Pile-Allée to the *Frederiksberg Park*. — c. By the Vesterbro-Gade, Pile-Allée, and Old Glyptothek (Pl. C, 9; p. 413) to *Valby*


KJÖBENHAVN.
1. Anthropologisk Museum L.4.
2.
3. Börsen K.7.
4. Frederiks Hospital L.M.4.
5. Frimurerlogen K.4.
6. Frederiks Kirke L.8.
7. Frelsers Kirke L.M.7.
8. Frue Kirke I.6.
9. Helligaands Kirke I.6.
10. Holmens Kirke K.7.
11. Katholsk Kirke L.4.
12. S. Pauls Kirke K.L.4.
13. S. Petri Kirke H.6.
14. Reformeret Kirke I.5.
15. Slot Kirke I.6.
16. Trinitatis Kirke I.5.
17. Kirurgisk Akademi L.4.
18. Kongl. Bibliotek K.7.
19. " Malerisamling L.6.
20. Charlottenborg Slot (Kunst Akademi) L.6.
21. Rigsdagsbygning L.4.
22. Meteorologisk Institut M.4.
23. Metropolitanskole I.6.
24. Mineralogisk Museum H.6.
25. Ministerier K.7.
26. Moltkes Palais L.5.
27. Musikkonservatorium H.6.
28. Mynt L.6.
29. Navigationsskole L.7.
30. Nationalbank K.6.
31. Postkontor I.6.
32. Polyt. Læreanstalt I.4.
33. Prindsens Palais I.7.
34. Raad- og Domhus H.I.6.
35. Rosenborg Slot I.4.
36. Runde Taarn I.5.
37. Sökadet Akademi L.4.
38. Synagoge I.5.
39. Folketeater H.5.
40. Kasinoteater L.5.
41. Kongl. Teater K.6.
42. Telegraf I.6.
43. Thorvaldsens Museum I.6.7.
Assistents Kirkegaard
Gröndal
Godthaab
Classenske Boliger
Papirfabrik
Frederikssund
Vandværk
Frederiksberg Station
Hospital
Landbohoj Skole
Sygehjem
Ladegaarden
Gasværk
Diakonisse stiftelsen
Frederiksberg Have
Zoologisk Have
Frederiksberg Slot
Kirke
Söndermarken
Idiotanstalt
Glyptothek
Ny Carlsberg
Gml. Carlsberg
Valby
Jesus K.
Matthæus K.
Sankt Jörgens Sö
Peblinge Sö
Vestre Kirkegaard
1:30000
0 100 200 300 400 500 600 700 800 900

Toldbod M.4.
Universitet H.I.6.
Univers. Bibliotek I.6.
Zoologisk Museum H.6.
Cirkus G.H.7.
Dagmar Teater H.7.
Koncertpalæet L.5.
Sortedams Sö
Östbanegaard
Citadellet Frederikshavn
Refshaleöen
Rosenborg Have
Botanisk Have
Frederiksholm
Arsenalö
Christiansborg
Tivoli
Christianshavn
Christianshavns-Fælled
Kalvebod Strand
Amager
Sundbyvester
Sundbyöster
Geograph. Anst. von Wagner & Debes, Leipzig.

(Pl. A, 9). — d. By the Vesterbro-Gade, Gamle Kongevei, Vodrofsvei (Pl. F, 7, 6), and Blegdamsvei (Pl. H, I, 3, 2) to the Triangel (Pl. I, 1), and also to the same terminus viâ the Farimags-Gade (Pl. G, 7, 6; H, 5, 4; I, 3, 2).

IV. From the Højbro-Plads (Pl. I, K, 6): a. Past the New Glyptothek (p. 412) and viâ the Storm-Gade (Pl. I, 7), Isted-Gade (Pl. G-E, 8, 9), and Ny-Carlsbergvei (Pl. D, 9), to the *Vestre Kirkegaard*. — b. By the Slotsholms-Gade (Pl. K, 7) to *Kristianshavn* and *Amager*.

Electric Launches cross the *Peblingesø* and *Sortedamssø* (Pl. G-I, 5-2) from the corner of the Nørresø-Gade and the Gyldenløves-Gade to the Østerbro-Gade (a pleasant trip; 10 ø.).

Baths. *Turkish Baths*, Tordenskjolds-Gade 10 (Pl. K, L, 6; warm bath 75 ø., Turkish 1 kr. 80 ø.). — *Sea Baths* on the E. side of the *Refshalee* (Pl. N, 3; steam-ferry from the Toldbod); at the Strandvei *(Kjøbenhavn's Bade- og-Svømme-Etablissement)*; at Klampenborg (p. 417), etc.

Post Office (Pl. 31; I, 6), Kjøbmager-Gade 33; open 8 a.m. to 9 p.m.; Sun. 8-9 a.m., 12-2 and 5-7 p.m.; poste restante to the right. Postage for a letter within Denmark 8 ø., within the town 4 ø., to England 20 ø. The *red* letter-boxes should be used. — **Telegraph Office,** in the same building, entrance from the Walkendorfs-Gade.

Shops. *Royal Porcelain Factory*, Amagertorv 10 (founded in 1772; now in the hands of a company and in a very flourishing condition). — Vases, Statuettes, and Reliefs (after Thorvaldsen, etc.): *Bing & Grøndahl*, Amagertorv 8; *Brix*, Kongens Nytorv 21; *Ipsens Enke*, Bred-Gade 33. — Photographs: *Tryde*, Øster-Gade 1; *Schlichtkrull*, Vimmelskaftet 33; *Ursin's Bookshop* (see below). — Danish Gloves, good and not expensive: in the shops in the Øster-Gade and Kjøbmager-Gade. — **Cigars:** *Hertz*, *Hirschsprung*, Øster-Gade 22 and 6; *Larsen*, Amager-Torv 1.

Booksellers. *C. G. Ursin's Efterfølger*, Kjøbmager-Gade 8; *Höst*, Bred-Gade 35; *G. E. C. Gad*, Vimmelskaftet 32 (ordnance maps); *S. Michaelsen's Efterfølger*; *Vilh. Prior*, by the Round Tower (p. 402).

Banks. *Nationalbanken*, Holmens-Kanal 17; *Privatbanken*, Kongens Nytorv 28 and Ny-Gade 7; *Landsmandsbanken*, Holmens-Kanal 12.

Theatres. *Royal Theatre* (Pl. 41, K 6; p. 396), from 1st Sept. to 31st May (drama, opera, and ballet). Ordinary charges (sometimes increased 50-100 per cent): front stalls 3½, second stalls 2¾, pit 2, dress-circle 3 kr. — *Casino Theatre* (Pl. 40; L, 5), Amalie-Gade 10. — *Folke-Teater* (Pl. 39; H, 5), Nørre-Gade 31. — *Dagmar Theatre* (Pl. 50; H, 7), Jernbane-Gade, etc. — Tickets may be ordered in advance at the newspaper-kiosques (fee 10 ø.).

The **Tivoli** (Pl. H, 7), near the Main Railway Station, is a large and very popular summer-establishment for all kinds of amusements, concerts, theatre, panorama, switchback-railway, fire-works, etc. The performances generally begin at 6 and end about 10 p.m. The concerts (classical concert on Sat., frequented by the better classes) end about 11 p.m. Adm. 50-75 ø. (change obtained at the 'Byttekontor', outside); programme 10 ø. — The *Etablissement National* (adm. 50 ø.), opposite the Tivoli, the *Sommerlyst*, and the other cafés in the Frederiksberg-Allée (p. 413), are similar places of recreation, with farces, operettas, etc. — *Panoptikum*, see p. 394. — See the newspaper announcements under the heading 'Forlystelser'.

Legations and Consulates. British Minister, *Edmund Fane, Esq.*, Bred-Gade 26; American Minister, *Laurits S. Swenson, Esq.*, Bred-Gade 30. — British Consul, *Capt. Jas. Boyle*, Holbergs-Gade 28; American Consul, *John S. Ingersoll, Esq.*, Holbergs-Gade 26.

English Church *(St. Alban's)*, in the Esplanade, between the citadel and the custom-house (Pl. F, 3, 4); services at 11 a.m. and 4 p.m.; *Rev. Mortimer E. Kennedy*, chaplain to the British Legation, Bredgade 26.

The **Danish Tourist Club** *(Den Danske Turistforening)*, Ny-Øster-Gade 7 (Pl. K, 6), gives gratis information on travelling in Denmark (office-hours 9-6, in winter 10-3).

Diary (comp. the 'Erindringsliste' in the newspapers, as the hours are frequently changed).

Arsenal (p. 396), Wed., from May to Sept., 1-3.

**Art Museum* (p. 406), daily, except Mon., 11-2; engravings on Tues. & Frid., 11-2.

Botanical Garden (p. 410), daily from 1 till dusk; hot-houses and palm house from 1st April to 31st Oct. daily, 2-6.

Coins and Medals, Royal Collection of (p. 401), from 1st May to 31st Oct., Mon. 12-2; open to scientific visitors on Wed. and Frid. also, 12-3.

Danish National Museum (Folkemuseum; p. 411), daily 10-3, 50 ø.

Glyptothek, New (p. 412), daily, except Mon., 1-4 (12-3 in Nov., Dec., and Jan.), 50 ø., free on Sun. & Wednesday.

**Glyptothek, Old* (p. 413), daily, 1-4 (in winter 1-3), 50 ø., Sun. & holidays 25 ø.

Industrial Art Museum (p. 411), Sun., 12-3 and 6-8; Tues. & Frid., 6-8; Wed., Thurs., & Sat., 12-3.

Library, Royal (p. 396), week-days 11-2, reading-room 10-3, closed from 23rd June to 22nd July or from 23rd July to 22nd August.

**National Museum.* 1. *Danish Collection* (p. 400), from 1st June to 31st Aug., daily, except Mon., 12-3; in Sept., Sun. 12-2, week-days, except Mon., 1-3; from 1st Oct. to 31st May, Sun. & Thurs. 12-2. — 2. *Ethnographical Collection* (p. 401), from 1st June to 31st Aug., Sun. 12-3, week-days, except Mon., 10-1; in Sept., daily, except Mon., 12-2; from 1st Oct. to 31st May, Sun. 12-2, Wed. 10-12. — 3. *Collection of Antiquities* (p. 401), from 1st June to 31st Aug., Sun., Tues., & Frid. 1-3; from 1st Sept. to 31st May, Sun. & Frid. 12-2.

Panoptikum, Vesterbros-Passage, adjoining the Tivoli, daily, 10-10 (1 kr.).

**Picture Gallery, Moltke's* (p. 403), Wed. 12-2. Strangers are also admitted at other times on application one day in advance.

**Rosenborg, Palace of* (p. 405), daily, on application made a day or two before; fee 6 kr. for 1-12 persons. Tickets at the lodge between the palace and the entrance in the Østervold-Gade. In summer parties are conducted through the palace every hour, the time being marked on the tickets. An English-speaking gnide is assigned to those who apply for one on taking the tickets. A single traveller may join a party at his hotel or by buying a ticket (1 kr.) at a newspaper-kiosque or at the tobacconist's, Øster-Gade 61a.

Round Tower (p. 402), daily 9-6; 10 ø. (free on Sat. afternoon).

***Thorvaldsen Museum* (p. 397), from 1st May to 30th Sept., Sun. 11-2, Tues., Wed., and Frid. 11-3, free; other days 11-3, 50 ø.; in winter, Wed. 12-3, free; sticks and umbrellas 5 ø. for each person.

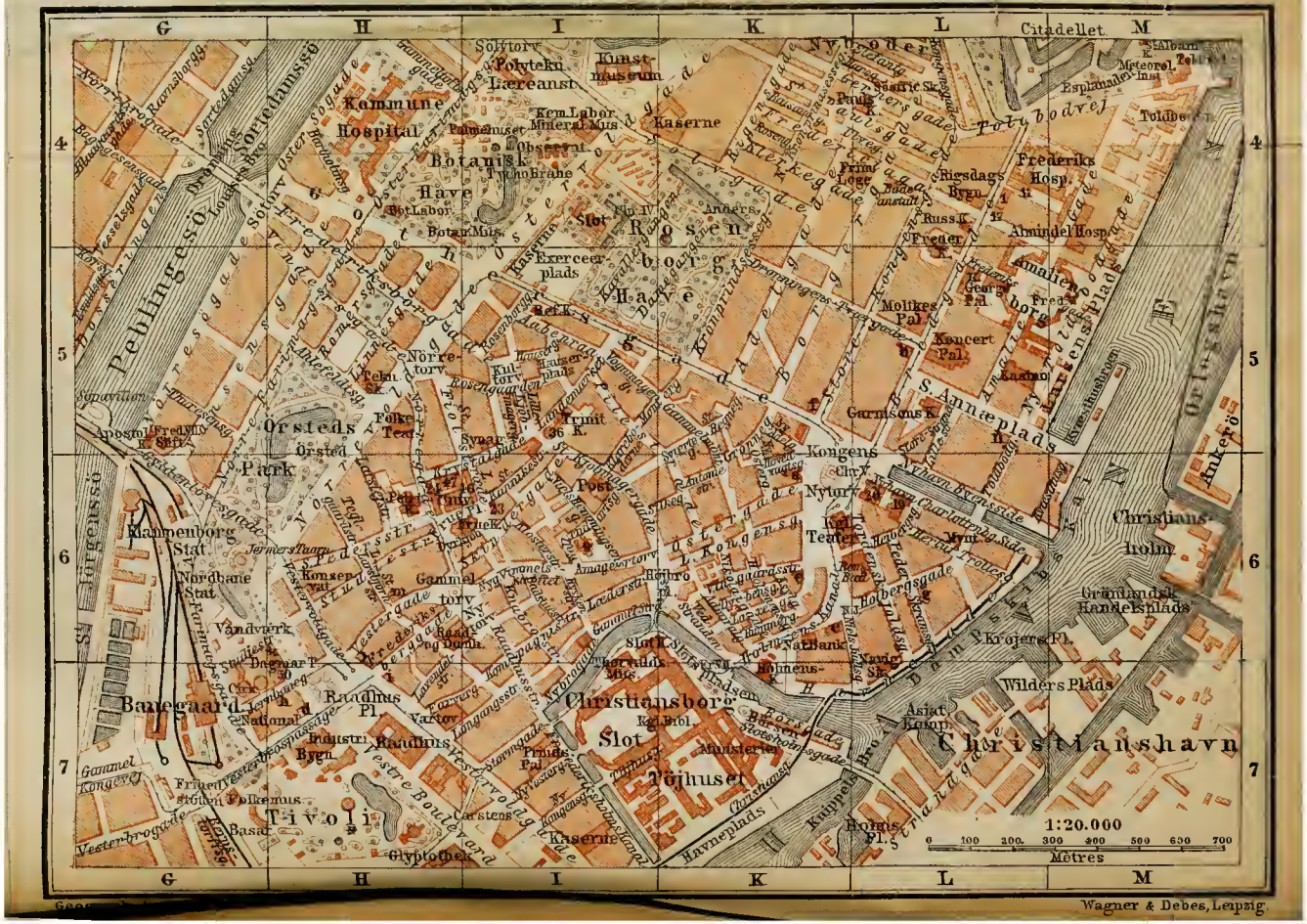
**Vor-Frue-Kirke* (p. 401), daily 9-11, in winter 10-11 (sacristan 25 ø.); at other times shown by the sacristan (St. Peder-Stræde 53), for 1 kr. each pers.

Zoological Garden (p. 413), daily, 50 ø.

Zoological Museum (p. 402), Sun. 11-2, and Wed. 12-2; 50 ø.

Principal Sights. Vor-Frue-Kirke (p. 401); Thorvaldsen Museum (p. 397); New Glyptothek (p. 412); Palace of Rosenborg (p. 405); National Museum (p. 400); Old Glyptothek (p. 413); Art Museum (p. 406); view from the Round Tower (p. 402); an evening at the Tivoli (p. 393); Dyrehave (p. 417); excursion to Frederiksborg (p. 419) and Helsingør (p. 421).

Copenhagen, Dan. *København*, the capital of the kingdom of Denmark and the residence of the king, with (1895) 408,300 inhab., including the suburbs, lies in 55° 40′ 42″ N. lat., on both sides of the *Kalvebodstrand*, a narrow and deep strait of the *Sound* which separates *Zealand* from the small island of *Amager*. This strait forms the excellent *Harbour*, to which the city was indebted for its early prosperity in trade. The commercial harbour is separated from the war-harbour ('Orlogshavn') by a barrier across the Kalvebod-strand. A new free harbour, to the N. of the citadel, was opened in 1894. Copenhagen, the only fortress in Denmark, is protected by advanced works both on the land and seaward side. Several of the art and science collections of Copenhagen are of the highest rank.



Wagner & Debes, Leipzig.

Copenhagen was founded in the 12th cent. by Axel, Bishop of Roskilde, on the site of a fishing-village mentioned as early as 1043 (whence its original name *Axelhus*), and increased so rapidly through its trade, that King Christopher the Bavarian made it his capital and residence in 1443. Christian IV. (1588-1648; p. lxxii), the most popular of the Danish kings, renowned not only as a warrior, but also as a wise ruler and a patron of industry and commerce, of science and art, greatly extended the town, chiefly by founding the *Kristianshavn* quarter on the island of Amager. In his reign the Palace of Rosenborg, architecturally the most interesting building in the city, was built, as well as the once strong fortifications, which successfully defied Charles X. of Sweden in 1658 and 1659, and the united British, Dutch, and Swedish fleets in 1700. The development of the city was powerfully influenced by the so-called Royal Law of 1665, by which the Danish people and clergy, jealous of the power of the nobility, conferred absolute sovereignty upon King Frederick III. (1648-70; p. lxxii). Thenceforward Copenhagen became more and more distinctly the material and intellectual centre of the nation. Christian V. (1670-99), the first Danish monarch to summon French artists to his court, improved the external appearance of his capital by widening its streets and encouraging the building of stone houses. Christian VI. (1730-46) founded the Royal Scientific Society in 1742-43, and Frederik V. (1746-66) established the Academy of Art in 1754. The city suffered severely at the beginning of this century from the naval battle of 2nd April, 1801, and from the bombardment of the city and capture of the fleet by the British, 2nd-5th Sept., 1807. The occasion of the former was the alliance concluded by Denmark with Sweden and Russia, of the latter the necessity of preventing the Danish fleet from falling into the hands of the French. Copenhagen is now the centre of the whole trade of Denmark and imports and exports more than all the rest of the kingdom put together. The staple exports are butter, cattle, grain, leather, wool, train-oil, etc. The industries are less developed, but the Royal Porcelain Factory enjoys a considerable reputation.

a. Quarters between the Kongens Nytorv and the Western Boulevards.

On the accompanying Plan of the Inner Town the names of many buildings, indicated on the larger plan by numbers, are printed in full.

Near the centre of the old or inner city lies the KONGENS NYTORV (*King's New Market;* Pl. K, L, 5, 6), a large irregular space, laid out by Christian V. From it thirteen streets radiate, the busiest being the *Øster-Gade* (with handsome shops, and its continuation the *Amagertorv* and *Vimmelskaft*), the *Gothers-Gade*, *Store Kongens-Gade*, *Bred-Gade* (p. 403), *Nyhavn*, and *Tordenskjolds-Gade*. In the centre rises the *Equestrian Statue of Christian V.* (d. 1699), cast in lead, and popularly called 'Hesten' (the horse). On the N. side are the *Thotts Palais* (cor. of the Bred-Gade), dating from the end of the 17th cent., and the so-called *Marble House* (No. 6), erected by the *Standard Life Insurance Co.* (London) in 1895, from the plans of C. A. Arntzen and consisting wholly of Norwegian marble. — On the E. side is the palace of —

Charlottenborg (Pl. 20; L, 6), begun by Count Gyldenløve in 1672, purchased in 1700 by Queen Charlotte Amelia, and occupied since 1754 by the *Royal Academy of Art;* the hall of the meetings contains portraits and busts. Behind the Academy is the new *Art Hall* (*'Kunstudstillings-Bygning';* entered from the Nyhavn), which is used for annual exhibitions of art from 1st April to 31st July,

and also contains a collection of casts. — Adjoining the palace opens the *Nyhavn*, a canal-like arm of the harbour, used by smaller vessels. Its quays are lined with old gabled houses.

To the S. rises the **Royal Theatre** (Pl. 41; K, 6), a handsome Renaissance structure by *Petersen* and *Dahlerup*, built in 1872-74. To the right and left of the entrance are bronze statues of the Danish poets, *Holberg* (1684-1754), by Th. Stein, and *Oehlenschläger* (1779-1850), by Bissen. Ludwig Holberg, born at Bergen in Norway, but a professor in Copenhagen from 1717 till his death, is the founder of Danish comedy. Adam Oehlenschläger, another Copenhagen professor (1820-50), is Denmark's greatest dramatist.

By following the tramway-line beyond the theatre, we pass a statue of the Danish naval hero *Niels Juel* (p. 423; d. 1697) and the *National Bank* (Pl. 30; K, 6), and reach the *Palace Bridge*. By the bridge, on the left, is the Holmens-Kirke (Pl. 10; K, 7), built early in the 17th cent. and restored in 1872. The altar and pulpit are elaborately carved in wood (1661-62). A side-chamber contains the monuments of the naval heroes Niels Juel and Peter Tordenskjold (p. lxxiii), of little artistic value. The sacristan ('Kirkebetjent') lives at Laxen-Gade 16, corner of Holmens-Gade. On the W. side of the church is a *Statue of Tordenskjold*, by Bissen.

The **Christiansborg Palace** (Pl. I, K, 7), situated on an island, which was fortified in 1168 by Bishop Axel (*Axelhus;* p. 395), occupies with its numerous dependencies a small quarter of its own. The present building, by *Hansen*, completed in 1828, replaces one erected by Christian VI. in 1733-40 and burned down in 1794, and was itself largely destroyed by fire in 1884. Its rebuilding is still a moot point. In front rises an *Equestrian Statue of Frederick VII.*, the founder of the constitution (1848-63), in bronze, by Bissen, erected in 1873. In the grounds round the statue are placed allegorical figures of Strength, Wisdom, Health, and Justice (the last executed by Bissen), designed by Thorvaldsen, which flanked the portal of the palace before the last fire.

In a wing which escaped the flames are the **Royal Stables**; and, on the N. side, the **Court Chapel** (Pl. 15; I, 6). Another wing (S.E.) contains the **Royal Library** (Pl. 18, K 7; entrance from the Tøihus-Gade; adm., see p. 394), founded by Frederick III. about the middle of the 17th cent., and now one of the finest in Europe, containing 550,000 vols. and upwards of 20,000 MSS. — The adjoining **Arsenal** (*Tøihus*) contains a historical collection of weapons and trophies (adm., see p. 393).

On the quay, to the E. of Christiansborg, rises the **Exchange** (Pl. 3; K, 7), erected in 1619-40 in the Dutch Renaissance style, by *Hans von Steenwinkel*, and restored by *Fenger* in 1872-82. It has ornate gable-façades, numerous dormer-windows, and a tower 165 ft. high, the top of which consists of four dragons with entwined tails. The hall, entered from the side next the palace, contains a statue of Christian IV. in bronze, by *Thorvaldsen*. The

lower part of the building is occupied by shops, the upper by offices. Business-hour 2-3 p.m. daily (visitors admitted 12-1.30, fee; after 2 p.m., 25 ø.).

The *Knippelsbro*, at the back of the Exchange, crosses the harbour to the *Kristianshavn* quarter (tramway), where the curious tower of **Vor Frelsers Kirke** (*Church of Our Redeemer;* Pl. 7, L M 7), erected in 1749, rises conspicuously (286 ft. in height). A winding staircase (397 steps) outside ascends to the top, which is crowned with a figure of the Redeemer (popularly called 'Manden', *i.e.* the man). *View, extending to the coast of Sweden. Adm. from 9 till dusk; sacristan, St. Annæ-Gade 33 (ring); fee for 1-12 pers. 2 kr.

On the N.W. side of the palace stands the ***Thorvaldsen Museum** (Pl. 43; I, 6, 7), a sombre edifice erected by *Bindesbøll* in 1839-48 in the style of an Etruscan tomb. Over the portico of the façade is a goddess of victory in a quadriga, in bronze, designed by Thorvaldsen and executed by *Bissen*. The other three sides of the building are adorned with a series of scenes in plaster by *J. V. Sonne*, representing the reception of the great master at Copenhagen on his return in 1838 after eighteen years' absence. Entrance (adm., see p. 394) by the small door opposite the palace. — The Museum contains not only a very extensive collection of the works (originals in marble, plaster models, designs; catalogue 45 ø.) of the great artist, but also his grave, in the inner quadrangle.

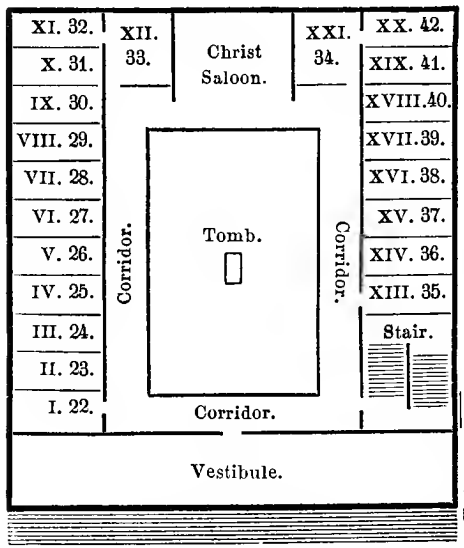
Albert or Bertel Thorvaldsen was born at Copenhagen on 19th Nov., 1770, in the house Grønne-Gade No. 7 (Pl. K, 5), now distinguished by a marble tablet. His father, an Icelander, who claimed descent from the ancient nobility of his native island, settled at Copenhagen as a ship's carpenter and carver of figure-heads, so that the boy was familiar from his earliest days with some of the tools of his future profession, and acquired freedom of touch by first approaching his work on its practical side. He entered the Academy of Art at the age of eleven, and in 1793 gained the grand prize, which required him to study in Italy. He did not set sail, however, till 1796, employing the three intervening years in producing busts and reliefs. He arrived at Rome on 8th March, 1797, and entered upon a long period of obscure and patient labour, during which even his friends began to feel doubtful of his gifts. The first model of his statue of *Jason*, prepared in clay, as he could not afford to buy plaster of Paris, broke in pieces, and the second failed to find a purchaser. He was at last on the point of returning to Copenhagen, when he received from *Thomas Hope*, the wealthy English banker, an order for its reproduction in marble (1803). He remained in Rome, and did not revisit his native country till 1819, when he had become the most famous sculptor in Europe. This latter part of Thorvaldsen's first residence in Rome, 1803-19, was undoubtedly the most important period in his career. It was then that he mastered the grounds on which antique sculpture may still serve as a model to the modern artist. He was no mere imitator of the antique, like so many of his predecessors: his very soul was imbued with its spirit. Like Winckelmann, he seemed to possess an intuitive knowledge of the laws of Greek art while still almost a stranger to its products. He gave back to statuary the dignified repose which the exaggerated unrest of rococo sculpture had destroyed, and at the same time skilfully avoided the risk of insipidity. He restored the degraded art of relief to its pristine purity, rejecting all pictorial elements, with the result that what was lost in perspective and realism was more

than compensated for by pure ideality. Love-scenes, in particular, formed one of his favourite themes, and he strove to realise in sculpture the images of the Anacreontic muse. His genius was characterised by marvellous facility of production and by a power of utilising even momentary observations for the purposes of his art. Masterpiece followed masterpiece in uninterrupted succession during the whole of this period. His finest statues were *Bacchus*, *Ganymede* (1805), *Psyche* (1806), *Adonis* (1808), the *Shepherd Boy* (1817), *Mercury* (1818), and the *Graces* (1819). The *Procession of Alexander*, executed by order of Napoleon for the decoration of the Quirinal in 1811, is the greatest of his bas-reliefs. The reliefs of *Day* and *Night* (1815) and the *Seasons* are probably the most widely known of all modern sculptures. The sculptor's skill in depicting the youthful god of love did not desert him even in his old age. The *Ages of Love* (1824) so delighted the Pope, when visiting the sculptor's studio, and so absorbed him in contemplation, that he forgot to bestow on the master the customary apostolic benediction.

His visit to Copenhagen formed an important epoch in Thorvaldsen's career. Thenceforth he devoted himself chiefly to Christian themes, chiefly for the decoration of Vor-Frue-Kirke; but these works, beautiful and dignified as they are, lack the fire of his youthful productions. He was now recognised as the first of living sculptors, and was in reqnest for almost every important monument erected in Europe; but his strength did not lie in portraiture, where the difficulties of modern costume proved almost insurmountable. His studio was thronged by pupils of almost every nation. He produced in all about 500 works, but many of the latest are practically school-pieces and lack the direct impress of his personal genius.

In 1820 he returned to Rome, where he remained nineteen years more. In 1838 he abandoned the active practice of his profession and returned to Denmark to spend the evening of his life, revisiting Rome, however, in 1842. On 20th March, 1844, he died suddenly while attending the theatre at Copenhagen.

Ground Floor. From the entrance we proceed straight through the corridor and turn to the left into the VESTIBULE. (The dates indicate the time when the works were modelled, whereas their execution in marble often took place much later and was partly carried out by Thorvaldsen's pupils.) No. 128. Elector Maximilian I. of Bavaria (modelled 1833-34; bronze at Munich); to the left, 123. Poniatowski (1827; designed for Warsaw), these two being colossal equestrian statues; 142-145. Monument of Pius VII. (1824-31; Rome).



I-XXI. Ground Floor. 22-42. First Floor.

We now return to the corridor and follow it to the left to reach the CABINETS.

Cabinet I. 40, 42. Ganymede (1805 and 1816). — Cab. II. 27. Cupid and Psyche (1804); 426. The Ages of Love (1824); 430. Cupid re-

viving the fainting Psyche (1810); 585, 587. Genii, reliefs (1833). — Cab. III. 29. The Graces and Cupid (1819); 340. Dance of the Muses on Helicon, relief (designed in 1804, altered in 1816); 371, 396, 397, 375, 393. Cupid idylls, reliefs (1831-33); 409. Bacchus giving Cupid a drink, another relief of the same period. — Cab. IV. 11. Venus with the apple of Paris (1813-16); 414. Winter (1823), 410, 412. Summer and Autumn (1811), reliefs. — Cab. V. 51. Jason with the golden fleece (1802); 489. Briseis led from the tent of Achilles (1803); *492. Priam begging the body of Hector from Achilles (1815); reliefs. — Cab. VI. 38. Hebe (1816); 321-324. Hercules and Hebe, Æsculapius und Hygieia, Minerva und Prometheus, Nemesis and Jupiter, reliefs (1808-10). — Cab. VII. 6. Mars and Cupid (1810); 499. Hector with Paris and Helen (1809); 501. Hector bidding farewell to Andromache and the young Astyanax (1837). — Cab. VIII. 46. Hope (1818); 367, 368. Morning and Night, reliefs (1815). — Cab. IX. 8. Vulcan (1838); 497. Athena awarding to Odysseus the arms of Achilles, relief (1831). — Cab. X. 4. Mercury as the slayer of Argus (1818); 352, 351, 407, 416. Pan, Satyr, and Cupid groups (1818-33). — Cab. XI. 166. Countess Ostermann (1816); 171. Princess Bariatinska (1818); 451. Cupid and Hymen (1840); 618. Death of Baroness Schnbart (1818). — Cab. XII. 124. Equestrian statue of Prince Poniatowski (1827); and a number of portrait-busts in marble.

The Christus Room (the Cella) contains the models of the Sculptures for Vor-Frue-Kirke mentioned at p. 402. — We now descend the Corridor. On the pillars between the windows are fine reliefs. To the left: 252. Apotheosis of Napoleon, marble bust (1830); 52. Statue of Jason; 233. Lewis I. of Bavaria (1822); 255. Sir Walter Scott; 162. Thorvaldsen leaning on a statue of Hope. — We then enter the cabinets on this side.

Cab. XIII. 130. Lord Byron, with relief on the pedestal (1831); 343. Cupid listening to the song of Erato (1830); 365. The Fates, relief (1833). — Cab. XIV. 44. Ganymede with the eagle of Jupiter (1817), on the plinth; *382. Cupid on a lion (1831); 391, 417. Cupid groups, the latter (Cupid stung by a bee and complaining to Venus; 1809) especially charming; 424. Shepherdess with a nest of Cupids (1831); 484. Hylas and the Nymphs (1833). — Cab. XV. 155a. Prince Wladimir Potocki (original at Cracow; 1821); 514. Alexander the Great induced by Thaïs to set the temple of Persepolis on fire (1832). — Cab. XVI. 22. Cupid triumphant (1814); 377-380. Four reliefs, Cupid as ruler of the elements (1828); 395, 454. Cupid groups (1831). — Cab. XVII. 53a. Adonis (1808); 480. Nessus and Dejaneira, relief (1814); 647a. Amazon; 646a. Mounted hunter (1834); 488a. Achilles and the Centaur Chiron. — Cab. XVIII. 31. The Graces with Cupid's shaft (1842). — Cab. XIX. 176. Shepherd-boy (1817); 482. Hylas and the Nymphs, relief (1831); 638-641. The four Ages of Man and the Seasons (1836). — Cab. XX. 162A. Thorvaldsen, marble statue (1839); 232. Lewis I. of Bavaria (1822); 601. The Graces listening to the song of Cupid, relief (1821); 518a. Art and a light-spreading Genius. — Cab. XXI. 150. Conradin, the last of the Hohenstaufen (1836; marble at Naples); 152. Christian IV.

On the staircase leading to the Upper Story: Hercules or Strength, from the portal of the Christiansborg Palace (1843; p. 396). — Above, in the Corridor, to the left: 508. Alexander's Entrance into Babylon (1812; original in the Villa Carlotta on Lake Como), on a reduced scale and somewhat altered; 509. Variation of the central part. On both sides of the corridor are a number of models and casts: 2. Bacchus; 3. Apollo (both of 1805); 37. Hebe (1806). — In Cabinets 22-32 is Thorvaldsen's collection of paintings, including works by *Overbeck*, *Cornelius*, *W. Schadow*, *Léopold Robert*, *Richter*, *Horace Vernet*, etc.; also statues by Thorvaldsen. In Cab. 23, Georgina Russell ('la fanciulla'; 1814), Dancing girl (1837). Cab. 24, Love triumphant (1823); 214-216. Busts of Count and Countess Danneskjold. Cab. 27. Cupid playing the lyre (1819). Cab. 29. Cupid with the bow (1814). Cab. 31. Psyche (1811). In Cab. 32 selections from Thorvaldsen's rich collection of engravings and drawings are exhibited (periodically changed). Cab. 33. Sketches, designs, etc., by Thorvaldsen (139, 140. Goethe, 1839). Cab. 34. 649. Marble chimney-piece by Thorvaldsen; also casts from the antique. Cabinets 35-40 contain Thorvaldsen's collection

of antiques, CAB. 41 his library, and CAB. 42 his unfinished works, furniture from his apartments, and his bust, by *Bissen*.

The sunk-floor, containing relics, casts, works by Thorvaldsen's pupils, etc., is open on Wed., 11-3.

On the Frederiksholms-Kanal, to the S.W. of Christiansborg, beyond the bridges, is the *Prindsens-Palais* (Pl. 33; I, 7), once a residence of the Danish crown-princes, built in 1744. It now contains the **National Museum**, embracing the Danish and Ethnographical Collections and the Collection of Antiques. Admission, see p. 394.

We cross the court, which contains prehistoric and Romanesque stone monuments, and enter the —

1. *DANISH COLLECTION *(Danske Samling)*, founded in 1807 on the initiative of *Prof. Nyerup*, extended between 1815 and 1865 under the care of *C. J. Thomsen* and in 1866-69 by *Worsaae* (d. 1885), and now under the direction of *Dr. S. Müller* and *Dr. H. Petersen*. There are two chief departments: the *Prehistoric Collection* (down to about 1000 A.D.), which occupies eight rooms on the groundfloor and is probably the finest of the kind, and the *Historic Collection* (the middle ages and modern times down to 1660), exhibited in nine rooms on the first floor.

GROUND FLOOR. — The Vestibule (catalogues for sale and on loan) contains busts of the above-mentioned promoters of the museum, and also Runic and ecclesiastical monuments of the early Romanesque period. — We turn to the left.

Rooms I-III: **Stone Period** (ca. 3000-1500 B.C.). — I. Rude tools and weapons of bone and flint, found in the 'Kjökkenmöddinger' or 'kitchen middens', as the prehistoric mounds of bones, shells, table-refuse, etc., found on the Danish coast, are termed. In Case 1 is a fragment of a kitchen-midden. — II & III. Objects of the later stone period, that of the great stone graves; polished implements and tools, some of which are beautifully executed and elegant in shape (Nos. 15-43). No. 32. Grindstones; 44, 52, 54. Amber ornaments; 45, 46, 54, 55. Wooden and clay vessels with primitive ornamentation.

Rooms IV, V: ***Bronze Period** (ca. 1500-500 B.C.). This is one of the finest sections of the museum; nowhere have so many swords and other objects of the bronze period been found as in Denmark. — IV. In the middle are two oaken coffins with well-preserved bodies, from a large tumulus (20 ft. high, 125 ft. wide) at Borum, in Jutland. By the window wall are model-figures of the man and woman of the bronze age. The cases contain fragments of clothing and utensils found in the tree-coffins of tumuli. On the right wall are fine bronze weapons and horns (middle). Exit-wall: weapons, implements, ornaments of bronze and gold, eleven golden *Beakers, bronze ewer. A case by the window contains about 100 miniature boats in thin gold-plate (sacrificial offerings?). A bronze-mounted *Chariot (No. 201) dates from the pre-Roman iron period and was perhaps used in religious ceremonies. — V. Bronze implements, gold ornaments, moulds, weapons. In the middle, four embossed *Bronze Shields, of foreign workmanship.

Rooms VI-VIII: **Iron Period** (B.C. 500 to 1000 A.D.). — VI. Pre-Roman period (100 to 1 B.C.) and Roman period (1-300 A.D.). Weapons and tools in iron and bronze; Roman statuettes in bronze; *228. Silver Basin with embossed decoration, prob. of Gallo-Roman origin and of about the period of Our Lord's nativity. — VII. Period of the Great Migrations (4th and 5th cent.). By the window-wall, model-figure of a Northern Warrior of the period. The cases hold arms, horse-gear, a well-preserved wooden

targe, and household-utensils. — VIII. Viking period (8-10th cent.). In the cases are gold and silver ornaments, gold bracteates, ring-money. On them are reproductions of two golden horns, with representations from Northern mythology, which were stolen from the Royal Treasury in 1802. The central case contains silver and golden vessels, some partly painted vessels of glass and clay, fine bronze implements, and ornaments, all of which give us a high idea of the civilisation of the Vikings. Wall-cases: elaborate weapons and ornaments; *Horse Trappings in gilded bronze.

On the Staircase are Runic stones and ecclesiastical relics from the earliest period of Northern Christianity.

First Floor. The collection of mediæval and modern objects is neither so interesting nor so extensive as the prehistoric department.

Rooms XI-XV. **Middle Ages** (1000-1500). — XI. Romanesque period (1000-1250). Wooden altars, adorned with embossed copper-gilt plaques; ecclesiastical utensils; textiles; arms and armour (including a 'pot-helmet'). — XII-XV. Gothic period (1300-1536). Ecclesiastical vessels; ornaments; carvings. In R. XV are instruments of torture and punishment, cabinets, chests, weapons, Runic calendar-staves, domestic utensils, and drinking-horns.

Rooms XVI-XIX. **Modern Period**, including the early (1536-88) and the late Renaissance (1588-1660). Furniture, arms and armour, ornaments, jewelry, tapestry from the castle of Kronborg. The carved bed of state in R. XIX is a masterpiece of the reign of Christian IV. — These rooms also contain historical relics.

2. The *Ethnographical Collection, founded in 1849, is also one of the most extensive in Europe. It contains objects from non-European and from primitive and barbarous European nations, illustrating their religions, costumes, warlike and peaceful arts, manufactures, etc. Greenland and India are especially well represented.

3. The Royal Collection of Antiquities contains Egyptian, Assyrian, Phœnician, Etruscan, Greek, and Roman antiquities, of no great value.

The Prindsens Palais contains also the Royal Collection of Coins and Medals (adm., p. 394), with over 30,000 specimens.

From the Prindsens-Palais the Raadhus-Stræde leads to the N.W. to the Nytorv og Gammeltorv ('new and old market'; Pl. H, I, 6). To the left in the Nytorv is the **Old Town Hall** (Pl. 34), erected by *Hansen* in 1805-15, with a portico; in the tympanum are the words with which the Jutland Code of 1240 begins: '*Med Lov skal man Land bygge*' ('with law one must establish the land'). The busy *Ny-Gade*, and beyond it the *Vimmelskaft* and the *Øster-Gade*, lead hence to the Kongens Nytorv, and form one of the briskest thoroughfares in the city (comp. p. 395).

Passing the fountain in the Gammeltorv, we soon reach the Protestant ***Vor-Frue-Kirke** ('Church of Our Lady'; Pl. 8, H, I, 6), the metropolitan church of Denmark, a simple but impressive structure built by *Th. Hansen* in the so-called Greek Renaissance style, replacing one which was destroyed in 1807.

On the right and left of the entrance are statues of Moses and David, by *Bissen* and *Jerichau*, pupils of Thorvaldsen. The tympanum contains a group of John the Baptist preaching in the wilderness, in marble (1822); over the entrance, Christ's Entry into Jerusalem, a bas-relief (1840), both by *Thorvaldsen*.

Interior (adm., p. 394). The side ornament consists of exquisite *Marble Statuary, designed and partly executed by *Thorvaldsen* (1821-27): a Risen Christ and the Twelve Apostles, over lifesize; a Kneeling Angel of striking beauty, holding a shell as a font; relief of the Bearing of the Cross (1839), over the altar; in the two chapels, reliefs of the Baptism and Last Supper (1820); above the alms-basin, by the entrance, Guardian Angel (1838) and Charity (1810). St. Paul (who is substituted for Judas), with the sword, entirely executed by the great master himself, is probably the finest of the apostles; SS. John, James, Matthew, and the pensive Thomas are next in excellence.

The *View from the gallery of the tower (236 steps) is similar to that from the Round Tower (see below). The sacristan (to be found in the tower, 9-11 a.m.) lives at St. Peder-Stræde 27 (adm. 25 ø.; for 4-12 pers. 1 kr.).

Nearly opposite the entrance to the church is the old *Episcopal Palace*, restored in 1896.

In the Frue-Plads, to the N. of the church, are monuments to the naturalist *Schouw* (d. 1852), the theologian *H. N. Claussen* (d. 1877), the philologist *Madvig* (d. 1886), the composer *Weyse* (d. 1842), *Bishop Mynster* (d. 1854), and *Bishop Martensen* (d. 1884).

The N. side of the square is bounded by the **University** (Pl. 45; H, I, 6), founded by Christian I. in 1479, re-organised in 1788, burned down in 1807, and rebuilt (by *Malling*) in 1831-36 (2100 students; 51 professors). In the vestibule, beside the staircase, Apollo and Minerva, in marble, by *Bissen;* above, frescoes by *Hansen.* The large 'Solennitet-Sal' is adorned with scenes from the history of the University by *Marstrand*, *C. Bloch*, *V. Rosenstand*, and *E. Henningsen* (porter in the sunk-floor). — Adjacent, at the corner of the Fiol-Stræde, is the University Library (Pl. 46; I, 6), with 200,000 vols. and 4000 MSS., comprising many early Persian and Indian (reading-room open 11-3).

Behind the University, in the Krystal-Gade, is the extensive Zoological Museum (Pl. 47; H, 6), containing a collection of skeletons of prehistoric animals found in Denmark and a separate department for whales (adm., p. 394). — The adjacent German *Church of St. Peter* (Pl. 13; H, 6) contains a few paintings and sepulchral chapels (sacristan, St. Peder-Stræde 9).

The Krystal-Gade leads hence to the N.E. to the *Church of the Trinity* (Pl. 16), with its **Round Tower** (*det runde Taarn;* Pl. 36, I 5; adm., p. 394), 116 ft. high, built as well as the church itself in the reign of Christian IV., and commanding an admirable *View of the city and environs and of the Swedish coast in the distance. The tower is ascended by a broad spiral causeway. — To the S. of the church is a monument to the poets *Ewald* (d. 1781) and *Vessel* (d. 1785).

The busy Kjøbmager-Gade, with its numerous shops, leads hence to the S.E. to the *Amagertorv* and the *Høibro-Plads.*

b. Northern Quarters.

The district to the N.E. of the Kongens Nytorv, with its long and wide streets, may be called the aristocratic quarter of Copenhagen. It includes the palace of Amalienborg, several mansions of the nobility, and the embassies of the Great Powers.

The Bred-Gade (Pl. L, 5, 4), beginning at the Thotts Palais (p. 395) in the Kongens Nytorv, is the chief thoroughfare of the quarter. To the right, at the corner of the *St. Annæ-Plads*, which runs down to the harbour, is the *British Embassy.*

The *Palace of Count Schimmelmann* (Bred-Gade 28), now the *Konzert-Palais* (Pl. 51; L, 5), is a large baroque structure, with a court shut off from the street by a fine iron railing. — Nearly opposite, at the corner of the Dronningens Tvær-Gade, stands the —

Palace of Count Moltke-Bregentved (Pl. 26; L, 5), which contains a *Collection of Netherlandish paintings formed by the art-dealer Morell about the middle of the 18th cent. (entr. Dronningens Tvær-Gade 2; adm., see p. 394). Some of the works are very valuable.

No. 8. *Rubens*, Half-length of a monk; 13-16. *David Teniers the Younger*, Four genuine works (dated 1646, 1666, 1667, and 1674); 32. *Rembrandt*, Portrait of an old woman (about 1656); 56-59. *Jac. van Ruysdael*, Four late works, two of them large (fine compositions with waterfalls and rapids); 60, 61. *M. Hobbema*, Wooded Dutch landscapes, luminous in colouring and bold in style; 93. *Paul Potter*, Cattle grazing (1652); several genuine works by *Phil. Wouverman*, the finest being No. 89, The Stable.

Farther on, to the right, is the *Palace of King George of Greece*, the first floor of which has been occupied, since the burning of the Palace of Christiansborg (p. 396), by the Supreme Court of Denmark *(Højeste Ret).*

To the left, a little back from the street, is the **Frederiks-Kirke** (Pl. L, 4, 5) or the *Marble Church*, begun on a splendid scale in 1749 from the plans of the French architect *Jardin*, left unfinished in 1767 for lack of funds, and completed in 1878-94 at the cost of Hr. Tietgen, a wealthy banker, from the designs of *F. E. Meldahl.* The handsome copper-sheathed dome, internally 141 ft., externally 263 ft. in height, is a conspicuous object in the city when seen from the environs. At the entrance to the church are statues of St. Ansgarius, the Apostle of the North, and of Bishop Grundtvig (1783-1872), an advocate of the separation of Church and State. Adjacent, in the Bred-Gade, is the Russian *Alex. Newsky Chapel*, with three gilded cupolas. Also to the left stands the *Hall of the Danish Diet* (Pl. 21; L, 4), erected as an opera-house in 1701 but used for its present purpose since the destruction of the Christiansborg Palace (p. 396).

Other buildings in the Bred-Gade are the *Surgeons' Hall* (Pl. 17; No. 62), the *Roman Catholic Chapel* (Pl. 11), the large *Frederiks-Hospital* (Pl. 4; L, M, 4), and the *French Embassy.*

The Amalie-Gade (Pl. L, 5, M, 4), which begins at the St. An-

næ-Plads, is broken by an Ionic colonnade, forming the approach to an octagonal Plads, embellished with an equestrian **Monument of Frederick V.* (d. 1766) in bronze, erected in 1771 by the Asiatic Trading Company, and designed by *Saly*, a French sculptor. The four uniform rococo buildings enclosing the Plads together form the **Amalienborg** (Pl. L, M, 5), but were originally erected by *Nic. Eigtved* as separate palaces. That to the S.E., erected for Count Moltke, is now occupied by the King; that to the S.W. (Count Schack) by the Coronation and other State Rooms; that to the N.E. (Baron Brockdorff) by the Crown Prince; and that to the N.W. (Count Levetzau) by the Minister of the Exterior.

The N.W. corner of the inner town is formed by the NYBODER (Pl. K, L, 4), a series of streets of one-storied houses, erected under Christian IV. for sailors of the navy, extended in the reign of Christian VII., and of late partly altered. In this quarter are the *Church of St. Paul* (Pl. 12; L, 4) and the *Academy for Naval Cadets* (Pl. 37; L, 4). An adjacent monument commemorates *Admiral Suenson* (d. 1887), who commanded the Danish fleet in 1864.

The Bred-Gade and the Amalie-Gade end on the N. at the ESPLANADE (Pl. C, M, 4), the pretty grounds of which contain a café (see p. 392). The *English Church* (*St. Alban's*; Pl. M, 4), a tasteful Gothic building by Blomfield (1885-87), has a lofty and conspicuous spire. Adjacent are the *Meteorological Institute* (Pl. 22; M, 4) and the *Nordre Toldbod* (Pl. 44), or custom-house, where many of the larger vessels lie to. — To the N. of the Esplanade is the *Citadel of Frederikshavn* (Pl. L, M, 3), surrounded by a broad moat.

A lofty viaduct (good view) crosses the rails connecting the Toldbod with the Free Harbour and forms the approach to the **Lange Linie** (Pl. M, 3, 2, 1), a pleasant promenade, extending to the E. and N.E. of the Citadel for about 1 M. and much frequented on Sun. and in the evening. Just beyond the viaduct is a *Monument* to Ivar Hvitfeldt, the heroic Danish commodore, who sank with his vessel during the battle against the Swedes in the Kjøge Bugt on 4th Oct., 1710 (p. 423). Farther on, to the left, is the *Langelinies Pavillon* (Pl. M, 3), a good café-restaurant, with the headquarters of the *Royal Yacht Club*. Still farther out is a *Camera Obscura* (Pl. M, 3), which affords a pleasing picture of the harbour when the sun shines. To the N. of this is the *Lystbaadehavn*, dotted with pleasure-boats and lined with the boat-houses of the rowing and sailing clubs. We skirt the W. side of this basin and reach the 'New Lange Linie', which runs along the E. mole of the new *Free Harbour*. The most conspicuous among the warehouses of this district is the lofty *Grain Storehouse (Silopakhus)* on the central mole of the Free Harbour. In the other direction we have a good view of the busy harbour and the fort of *Trekroner* (N.). At the end of the mole is a beacon-light.

c. The Western Boulevards.

The ramparts on the landward side of Copenhagen have been removed since 1848, and on their site have been laid out three wide boulevards, the *Nørrevold-Gade*, the *Østervold-Gade*, and the *Vestervold-Gade*.

In the ØSTERVOLD-GADE is the entrance to the royal palace of —

***Rosenborg** (Pl. 35; I, 4), an effective Renaissance edifice, erected by Christian IV. in 1604-10, outside the then circumvallation of the city. It has pediments and several towers, all surmounted by iron vanes, while the highest (300 ft.) ends in three perforated octagonal sections. The palace was the favourite residence of its founder, and from his death till the middle of the 18th cent. was often occupied by the Danish monarchs, who fitted up rooms according to the taste of the day, and here deposited their jewels, state-weapons, coronation-robes, uniforms, and other valuables. More recently the collection was supplemented from other royal palaces, and in 1863 it was opened to the public as the **Chronological Collection of the Danish Monarchs*. The rooms in which it is exhibited have been restored in the styles of the periods illustrated and contain furniture to match. Adm., see p. 394 (no fee to attendant). Illustrated catalogue 2 kr., abridgment 60 ø.

The collection is divided into three main sections: I. Reign of Christian IV., and the preceding period (1448-1648); II. From 1648 to 1800; III. Recent times. — The Renaissance penetrated to Denmark in the reigns of Frederick II. (1559-88) and Christian IV. (1588-1648), and its first simple but vigorous form is called in Denmark the 'Style of Christian IV'. The finely panelled Audience Chamber (containing the Oldenburg horn of 1474, the orders of Frederick II., etc.) and other rooms of this king are well preserved. Here and in other rooms are numerous specimens of the insignia of the *Order of the Elephant*, the highest Danish order, instituted in 1457 and renewed in 1693. — The *Marble Chamber, in Section II, dating chiefly from the reign of Christian V. (1670-99), is a good example of the rise of the rococo style. The apartments of Frederick IV. (1699-1730) and Christian VI. (1730-46) contain numerous ivory carvings by *Magnus Berg* (1666-1739). — To Section III belong the memorials of Frederick VI. (1808-39), Christian VIII. (1839-48), and Frederick VII. (1848-63), the kings of the present century.

On the E. side of the palace lies the **Rosenborg-Have** (Pl. I, K, 4, 5), originally laid out in the French style, but afterwards reduced in size and altered in English taste. It contains two cafés, a pavilion for mineral waters, etc., and is a great resort of nurses and children. Near the bridge, to the E. of the palace, is a statue of *Queen Caroline Amelia*, by C. G. W. Bissen (1896). Adjacent is a Swedish peasant's cottage of the 16th century. On the N. side is a *Statue of Hans Christian Andersen*, the author (d. 1875), by Saabye. Entrances in the Østervold-Gade and the Kronprindsesse-Gade.

Farther to the N., on the other side of the Østervold-Gade, at the intersection of the Sølv-Gade, is the new *Art Museum* (p. 406). In front of it rises the *Denmark Monument*, erected in 1896, from a design by Hasselriis, to commemorate the Golden Wedding

(1892) of King Christian IX. and Queen Louisa (d. 1898). It includes a figure of Dania, portrait-medallions of the Royal Family, and reliefs of the Marriage of the Princess Alexandra with the Prince of Wales (1863), the Departure of Prince William to ascend the throne of Greece as King George (1863), and the Marriage of the Princess Dagmar with the Grand-Duke, afterwards Czar Alexander III. of Russia (1866).

The ***Art Museum** (Pl. I, 4), built in 1891-95 from the plans of *Dahlerup* and *Möller*, contains the national collections of pictures, sculptures, and engravings. Adm., see p. 394. Short list of the paintings and sculptures 25 ø.; catalogue of the picture-gallery 1 kr.

In the lobby, which we first enter, are two groups by *Jul. Schulz* and *G. Petersen*, representing Adam and Eve's first consciousness of guilt. On the other side, Hercules and Hebe, by *J. A. Jerichau*. On the first landing: right, Foster Brothers, by *Th. Lundberg;* left, Wife with her dead husband, by *St. Sinding*. — At the top, between the columns, Genius of Art, by *W. Runeberg* (bronze).

The staircase to the left leads to the older pictures, that to the right to the modern works.

The Collection of Older Paintings (critical catalogue by *Em. Bloch*) ranks high among galleries of the second class. *Christian II.*, *Christian IV.*, and other kings ordered pictures to be painted for them in Holland, Germany, and Italy; but the main part of the collection was formed by *Frederick V.* in the second half of the 18th cent., with the help of the art-dealer *G. Morell*. *Frederick VI.* enriched it by the purchase of the private Danish collections of *Bodendick* and *West*. Later acquisitions of important works have been few and sporadic. The works of the Italian School (Rooms IV-VI), though few in number, include some of the gems of the collection, such as *Caravaggio's* Gamblers, the Meeting of SS. Joachim and Anna by *Filippino Lippi*, *Mantegna's* Pietà, and the portrait of Lorenzo Cibò by *Parmeggianino*. The only example of the Early Netherlandish Masters deserving special notice is a small picture by *Petrus Cristus*. The German School is best represented by two worthy and genuine examples of *Cranach* (R. II): the Judgment of Paris, and Venus and Cupid. Among the few works of the Flemish School two by *Rubens* are by far the best: *viz.* the Judgment of Solomon and the masterly portrait of Matthew Irselius (R. VI). The characteristic feature of the gallery is its representation of Dutch art. The genre-painters, indeed, are but scantily illustrated; but the *School of Rembrandt* is more amply represented than in almost any other gallery. The great master himself is seen in his Jesus at Emmaus and two admirable portraits, while nearly all his scholars, such as *G. Dou*, *Gov. Flinck*, *Bol*, *Victors*, *S. Koninck*, *W. de Poorter*, *B. Fabritius*, and *Aart de Gelder*, are seen here at their best. Nearly half of the Dutch works consist of landscapes. A few masters of the first rank, such as *Jacob van Ruysdael* and *A. van Everdingen*, are

well represented; and among the landscape-painters of the second class may be mentioned *Jan Both*, *Dubbels*, *Hackaert*, *Swanevelt*, *Asselyn*, *C. Decker*, *Joris van der Hagen*, and *Verboom*, few of whom can be studied elsewhere to so great advantage as here.

Vestibule. By the first pillar to the left, 348. *German School*, Portrait; 11. *L. Bakhuyzen*, Winter-scene; 220. *Jan Molenaer the Elder*, 'As the old cock crows, the young one learns'; *357. *Adr. Verboom*, Landscape, a masterpiece rivalling those of Ruysdael; 104. *Al. van Everdingen*, Norwegian landscape; 368. *Jan Victors*, Boaz and Ruth; 306. *D. Ryckaert*, Family Concert (1650); 233. *J. de Momper*, Rocky landscape. — We now turn to the left into —

Room I. To the left: 234. *P. Nason*, Fruit and flowers; 376. *Sim. de Vlieger*, Sea-piece (1660); 103. *Van Everdingen*, Mountain-scene (1648); 257. *I. van Ostade*, Winter-scene; 59. *H. ter Brugghen*, Mocking of Christ; 312. *H. Saftleven*, View of Utrecht; 276a. *J. van Ravesteyn*, Portrait; 102. *Van Everdingen*, Rocky landscape; *228. *Fr. de Moucheron*, Italian landscape; 94. *Jan Dübbels*, Sea-piece; 106. *B. Fabritius*, Presentation in the Temple (1668); 320. *K. Slabbaert*, Savant; 31, 32. *N. Berchem*, Horses; 365. *Victors*, Portrait; 290. *J. van Ruysdael*, Waterfall; 332. *Jan Steen*, Death and the Miser; 374. *J. de Vlieger*, The Maas at Rotterdam; 5. *Jan Asselyn*, Italian landscape; *204. *Jan van der Meer the Younger*, Cattle in a forest, an unusually good effort (1670); 227. *Moucheron*, Landscape; 275. *Ravesteyn*, Portrait (1626); *284. *R. Roghman*, Landscape at sunset; 113. *A. de Gelder*, Oriental prince (1685); 34. *G. A. Berck-Heyde*, View of Heidelberg; 341. *Dav. Teniers the Younger*, Temptation of St. Anthony; *P. Wouverman*, 392. Château on a hill, *391. The Pont Neuf in Paris during the Carnival (a masterpiece); 323. *Fr. Snyders*, Large still-life piece; 254. *J. van Ochtervelt*, Lady playing (1663); 297, 296. *Rubens*, Francis I. of Tuscany and John of Austria, sketches for the series at the Luxembourg; 81. *A. Cuyp*, Landscape with horsemen; 269. *Paul Potter*, Cows.

Room II. To the left: 169. *Jac. Jordaens*, Susanna at the bath (1663); 108. *Gov. Flinck*, Mother and son as Venus and Cupid; *Egb. van Heemskerck*, 132. Dance, 131. Judgment, two unusually good and large pictures for this master. — Between these, *186. *J. van Loo*, Imitation-coral factory, a masterpiece of this rare painter, who was moulded under the influence of Rembrandt and became the founder of the artistic family of the Vanloos at Paris; it is interesting for its subject, brilliant in colouring, and delicate in its chiaroscuro. — 337. *H. C. van der Vliet*, Old soldier and his family (1647); 380. *Jan Weenix*, Game; 99. *N. Elias*, Portrait; 322. *P. C. van Slingelandt*, Girl and parrot; 92. *G. Dou*, Physician.

Room III. No. 373. *D. Vinck-Boons*, Genre-piece; 3. *P. Aertsen*, Dutch kitchen; 63. *Petrus Cristus*, St. Anthony and the donor (other half of the picture by a pupil of *Van Dyck*); 72-80. Pictures by *Lucas Cranach*, the best Nos. 72 (Venus and Cupid) and *73 (Judgment of Paris), of his early period (1521).

Room IV (Italians). No. 290. *Salvator Rosa*, Harbour; 115. *Luca Giordano*, Judgment of Paris; 281. *Ribera*, St. Onuphrius; *61. *Caravaggio*, Gambling soldiers; 189. *Bern. Luini*, St. Catharine; *184. *Filippino Lippi*, Meeting of SS. Joachim and Anna after the angelic announcement of the birth of the Virgin Mary after 20 years of sterility, a characteristic and good specimen of the master (1497); 289. *Salv. Rosa*, Cadmus and Minerva; 344. *Tintoretto*, Marriage at Cana of Galilee (sketch).

Room V (mainly Italians). No. 193 and (opposite) 199. *B. Manfredi*, Camp-scenes in the manner of Caravaggio; 282. *Ribera*, St. Jerome; 148. *Honthorst*, Rich man and his son; 271. *N. Poussin*, Moses and the Burning Bush; *17. *Jac. Bassano*, Execution of John the Baptist; 15. *Fed. Barocci*, Annunciation.

VI. Large Room. Left, 238. *Netherlandish School of the 16th Cent.*, Christian II.; *200. *A. Mantegna*, Pietà, with a charming landscape-backgronnd, carefully handled but somewhat retouched (signed Andreas Mattinia); *345. *Tintoretto*, Portrait; 288. *Salv. Rosa*, Jonah at Nineveh, ordered

by Christian IV. for the church at Frederiksborg and purchased, along with the two pictures in R. IV, for 8000 riksdaler; *203. *Franc. Mazzuola (Parmigianino)*, Portrait of Lorenzo Cybò, grand in conception and showing Venetian influence in the colouring (1523); 192. *Karel van Mander* (grandson of the well-known Dutch art-critic; d. at Copenhagen in 1670), Discovery of the Prince Svend of Denmark, slain in the Crusades (after Tasso's 'Gerusalemme Liberata'); 136 and (farther on) *135. *B. van der Helst*, Portraits; 130. *Jan de Heem*, Still-life; 82. *Corn. Decker*, Cattle in a wood (1666); *298. *J. van Ruysdael*, Mountain-stream, a large and well-composed work; *47. *Ferd. Bol*, The Holy Women at the Sepulchre, a large and excellent example of his earlier manner (1644); 375. *Sim. de Vlieger*, Shipping in the Zuyder Zee; *340. *H. van Swanevelt*, Summer-evening in Italy, a large landscape vying with the finest works of Claude Lorrain or Poussin; 278, *279. *Rembrandt*, Young man and his wife, the latter retouched (1656); *101. *Everdingen*, Fir-wood, a masterpiece; 140. *G. Hoeckgeest*, Choir of the Nieuwe Kerk at Delft (1655); 151. *P. de Hooghe*, Family Concert, injured by retouching; 386. *Jan Wynants*, Dutch landscape, with train of huntsmen by *Ph. Wouverman* (1660); 100. *Everdingen*, Waterfall, a large and fine composition; 393. *A. Wuchters*, Ulric C. Gyldenløve, natural son of Christian IV.; *170. *W. Kalf*, Still-life; *120. *Jan van Goyen*, Town on a river (1645); *52. *G. Terburg*, Portrait; *122. *Jan Hackaert*, Swiss scene, a large masterpiece; 215. *D. Mytens*, Full-length portrait of Charles I. of England; 167. *Jac. Jordaens*, Nymphs decking the horn of the river-god Achelous, overcome by Hercules in the fight for Dejaneira (1642); *390. *Ph. Wouverman*, At the door of the inn; *295. *Rubens*, Matthew Irselius, Abbot of St. Michael in Antwerp, a finely coloured masterpiece of the painter's early period (ca. 1610); 127. *Joris van der Hagen*, Dutch landscape; *248. *A. van der Neer*, Conflagration on a winter-night, the most important work of the kind by the master in this collection; *294. *Rubens*, Judgment of Solomon, a large composition of the master's middle period, well known through Belswart's engraving; 95. *W. C. Duyster*, Gentleman and lady; 324. *Snyders*, Kitchen; 384. *Thom. Wyck*, Dutch interior; 168. *Jordaens*, Christ blessing little children.

Room VII. 22. *Beerstraeten*, Winter-scene (1864); 268. *Pieter Potter*, Backgammon; in the middle of the end-wall, **277. *Rembrandt*, Christ at Emmaus, one of the most impressive works of the master, painted in the same year (1648) as the picture at the Louvre and superior to it in picturesque effect and breadth of handling; above, *147. *Hondecoeter*, Poultry-yard; *F. Bol*, 49. Adm. Ruyter, 48. Portrait of a woman; 152. *P. de Hooghe*, Domestic scene.

Adjacent is a long room containing works by modern Swedish and Norwegian artists *(Fagerlin, Gude, Munthe, G. von Rosen, Sinding, Skredsvig, Wahlberg, Werenskjold, Zorn)*.

Farther on in R. VII: 172. *Thom. de Keyser* (?), Full-length portraits; 55. *Jan Both*, Italian landscape by morning-light; 369. *Jacomo Victor*, Pigeons and cottage, in a landscape by *J. van Ruysdael*.

Room VIII. Right, 124 and (farther on) 125. *Joris van der Hagen*, Dutch landscapes, of fine decorative effect, but somewhat retouched; *325. *J. van Somer*, Full-length portrait of Charles I. of England, the architecture by *Steenwyck;* 249. *C. Netscher*, Councillor C. van Benningen of Amsterdam (1675).

Room IX. Left, above, 276. *J. van Ravesteyn*, Portrait; 333. *Jan Steen*, David's triumph over the death of Goliath (1671); 50, 51. *G. Terburg*, Lady and Gentleman; *300. *J. van Ruysdael*, Sunset in the wood; 193. *Karel van Mander*, Tartar embassy in Copenhagen (1655); 149. *G. Honthorst*, Lady; 315. *G. Schalcken*, Lady sealing a letter; 211, 210. *F. van Mieris the Elder*, Portraits; 93. *G. Dou*, Girl at a window (1658); 60. *G. Camphuysen*, Dutch interior; *205. *M. J. van Mierevelt*, Portrait (1638).

Room X. Left, 370. *Jacomo Victor*, Old building on the edge of a forest, with poultry; 97, 98. *Nic. Elias*, Portraits (1621); lower row, *150. *P. de Hooghe*, The ball, one of his best works, but retouched; 301. *J. van Ruysdael*, Forest; 256. *A. van Ostade*, Peasants (1636); 280. *Rembrandt* (?), Lady reading a letter; 366. *Jan Victors*, David, on his death-bed, and

Solomon (1642); 9 and (farther on) 8. *Bakhuyzen*, Sea-pieces (Evening and Morning); 67. *Pieter Codde*, Arrest; 260. *A. Palamedes*, Guard-room; 221. *Jan Miense Molenaer*, Tavern; 13. *Bakhuyzen*, Battle between the Dutch and Anglo-French fleets in 1673; 244. *Aert van der Neer*, Fire in Amsterdam; *303. *S. van Ruysdael*, Dutch river-scene (1652); 129. *Jan de Heem*, Fruit; 190, 191. *N. Maes*, Portraits; 263. *A. Pynacker*, Italian landscape; 177. *Dav. de Koninck*, Turkish warrior; 128. *Dirck Hals*, In a tavern; 83. *C. Decker*, River-scene; 321. *Slingelandt*, Dutch family (1668); *328. *H. M. Sorgh*, Adoration of the Shepherds, an admirable early work showing the influence of Rembrandt (1642); 207. *Mieris the Elder*, Interior; *356. *A. Verboom*, The way to the fold, the shepherds by *Lingelbach*.

Collection of Sculpture. — The most eminent Danish sculptors, all more or less connected with Thorvaldsen (p. 397), are *H. V. Bissen* (1798-1868), *H. Freund* (1786-1840), and *J. A. Jerichau* (1816-63). Most of the other sculptors of the country belong to the school of Bissen. Among them may be mentioned *C. C. Peters* (b. 1822), *A. V. Saabye* (b. 1823), *Otto Evens* (1826-95), *C. Freund* (b. 1821), and *V. Bissen* (b. 1836). A later generation is represented by *L. Hasselriis* (b. 1844), *C. P. Aarsleff* (b. 1852), *Axel Hansen* (b. 1853), *C. J. Bonnesen* (b. 1868), and others.

The Collection of Modern Paintings affords a comprehensive survey of Danish painting since the end of the 18th century. The earliest masters represented are *N. Abildgaard* (1743-1809), whose tendencies were towards classical forms, and *Jens Juel* (1745-1802), the portrait-painter. Abildgaard's pupil *C. V. Eckersberg* (1783-1853) is the head of the earlier national school, the work of which, though defective in technical skill, is distinguished by truth of conception and purity of sentiment. Among his followers were *J. W. Sonne* (1801-91), the painter of battles and popular pieces; *Jörgen Roed* (1808-88), the portrait and historical painter; *V. Marstrand* (1810-73), the genre-painter; *H. Hansen* (1821-90), the architectural painter; *C. P. Skovgaard* (1817-75), the landscapist; *J. T. Lundbye* (1818-48), the animal-painter; *C. Dalsgaard* (b. 1824), the painter of landscapes and popular pieces; *J. F. Vermehren* (b. 1823); *J. J. Exner* (b. 1825); *A. Melbye* (1818-75); and *C. F. Sørensen* (1818-79), the last two marine painters. A freer and more brilliant style of art was developed by *Carl Bloch* (1834-90), a genre and historical painter trained in Rome. Of a somewhat later date are *Otto Bache* (b. 1839; animals and figures), *K. Zahrtmann* (b. 1843; historical pieces), and *A. Helsted* (b. 1847; genre). A new school, combining technical perfection with realistic observation and depth of feeling, was inaugurated by *Peter S. Krøyer* (b. 1851), a pupil of the Copenhagen Academy who has received most of his training in France. Among his chief contemporaries are *Viggo Johannsen* (b. 1851; Danish domestic life), *Michael Ancher* (b. 1849; fishermen and pilots), *Gotfried Christensen* (b. 1849; landscapes), and *Julius Paulsen* (b. 1860).

Ante-Room. No. 603. *Krøyer*, Fishermen of Skagen; 453. *Christensen*, Summer's day on a fjord of Jutland; 695. *Paulsen*, Adam and Eve.

Room I. No. 424. *Bache*, After the boar-hunt; 719. *W. Rosenstand*, and 515. *L. Frølich*, Holberg rehearsing his comedies.

Room II. No. 764. *M. Therkildsen*, Stallions; *Krøyer*, 604. Duet, 606. Threshing-floor in the Abruzzi; 533. *E. Henningsen*, Burial; 510. *Friis*, Spring-scene. — *Zahrtmann*, 786. Death of Queen Sophia Amelia; 787. Imprisonment of Eleonora Christina, daughter of Christian IV. and wife of the traitor Count Korfiz Ulfeld (her reminiscences, 'Jammers Minde', are still much read in Denmark).

Room III. No. 768. *C. Thomsen*, Dinner after the ecclesiastical visitation; 420, 421. *Ancher*, Fishing-scenes.

Room IV. No. 446. *Brendekilde*, Country-road; 552. *E. Henningsen*, Wounded workman.

Room V. No. 550. *E. Henningsen*, Guard-mounting; 422. *Ancher*, Rescue; 554. *E. Henningsen*, At the pawnbroker's.

Room VI. No. 509. *Friis*, Winter-scene; *V. Johannsen*, 577. Cow-stable, 574. Evening-entertainment; 767. *Therkildsen*, Wood; 784. *S. Vermehren*, Interior.

Room VII. *W. Rosenstand*, Danish soldiers. *Ancher*, 419. Lifeboat; no number, The drowned seaman. *Christensen*, Avenue at Krogerup; *Helsted*, Christ among the Scribes. — Adjacent is a room (reached by a few steps) with busts by *Bissen* and others.

VIII. Large Room. Entrance-wall: 782. *F. Vermehren*, Visiting the sick; 537. *Hansen*, Interior of Notre Dame du Sablon at Brussels; 769. *Thomsen*, Rahbeck, the author, at the death-bed of his wife; 607. *Krøyer*, Herr von Rosengrn-Lehr; 559. *Irminger*, After midnight; 436. *Bloch*, Blinding of Samson; 650. *Lundbye*, Cattle in Zealand; 501. *Exner*, Peasants carousing; 492 et seq., *Eckersberg*, Sea-pieces; 601. *Krøyer*, Sunday morning in Granada; 426. *Bache*, Horses on the beach, a huge canvas; 546. *Helsted*, Father and son; 430. *Bendz*, Sculptor's studio; 500. *Exner*, Peasants' festival; 433. *Bloch*, Christian II. as a captive at Sonderburg; several pictures by *Eckersberg;* 645. *Lundbye*, Scene in Zealand; 602. *Krøyer*, Meldahl, the architect; 666, 654, 655. *Marstrand*, Scenes from Holberg's comedies; battle-pieces by *J. W. Sonne;* 425. *Bache*, Cattle driven to pasture.

Rooms IX-XI. Works by *Abildgaard*, *Jens Juel*, *Eckersberg*, *Exner*, *Vermehren*, *Hansen*, *Dalsgaard*, *Kebke*, *Rump*, and others of the earlier painters; also by *Bloch*.

XII. Large Room. Left, 481. *Eckersberg*, Villa Borghese; 657. *Marstrand*, Sunday morning at Leksand, on Lake Siljan; 718. *Roed*, Marstrand, the painter; 662. *Marstrand*, Lord's Supper; 854. *Sonne*, Sortie at Fredericia in 1849; 613. *Kyhn*, Winter-evening in the forest; 491. *Eckersberg*, Danish man-of-war; *Lundbye*, 649. Roman oxen, 646. The Issefjord; 472. *Dalsgaard*, The distraint; 437. *Bloch*, Jairus's daughter.

The groundfloor contains the **Collection of Casts.** — The **Royal Collection of Engravings** consists of upwards of 80,000 specimens. Its chief treasure is the works of *Albrecht Dürer*, presented by the artist on his journey in the Netherlands (1521) to King Christian II., then visiting his brother-in-law Charles V. at Brussels.

In the *East Promenade*, to the N. of the Art Museum, a fragment of the old ramparts has been preserved. Farther on are the *Holmens-Kirkegaard* (Pl. I, K, 3) and the *Garrison Cemetery* (Pl. K, 2), both, and especially the former, containing the graves of many victims of the wars of 1848-49 and 1864.

To the S. of the Art Museum lie the *Chemical Laboratory* and the *Mineralogical Museum* (Pl. I, 4). The latter (open on Frid., 12-2) contains interesting fossil plants from the chalk and tertiary formations of N. Greenland. — To the W., in the Sølv-Gade, is the new building of the *Polytechnic Academy* (Pl. 32; I, 4), founded in 1829.

To the W. of the Østervold-Gade, between the Sølv-Gade and the Gothers-Gade, extends the **Botanical Garden** (Pl. H, I, 4; adm., see p. 394), laid out in 1871-74 on the site of the old ramparts

(entr. in the Sølv-Gade and at the corner of the Gothers-Gade). It contains a large *Palm House* and a *Botanical Laboratory*. On its E. side, opposite the Rosenborg Palace, is the *Observatory*, in front of which rises a bronze statue of *Tycho Brahe* (1546-1601), by Bissen. — To the W. of the Botanical Garden is the large *Communal Hospital* (Pl. H, 4), opened in 1863.

The S. continuation of the boulevard is called the NØRREVOLD-GADE (Pl. H, 5, 6). Here, at the corner of the Ahlefeldts-Gade, is the *Teknisk Skole*, built by Fenger, for the instruction of artizans. On the same (W.) side of the street opens the **Ørsted Park** (Pl. G, H, 5, 6), also laid out on the site of the old fortifications. It contains statues of *Ørsted*, the naturalist (d. 1851), by Jerichau, the Maid of Orleans, by Chapu, and twelve bronze copies of famous antique statues, all presented by Mr. C. Jacobsen (p. 412). — Beyond the park, at the end of the Nørrevold-Gade, rises *Jermers Taarn*, a fragment of an ancient tower, brought to light in rasing the fortifications. Adjacent is a bronze group, by *Caïn*, of a lion and a lioness attacking a wild-boar. — To the W. lie the *Klampenborg* and *Nordbane Stations* (Pl. G, 6; p. 391).

We next pass the *Dagmar Theatre* (with hotel and café) and reach the RAADHUS-PLADS (Pl. H, 7), formerly called the *Halmtorv* (straw market), a busy centre, especially for the traffic between the inner town and the important W. suburb of Frederiksberg. With the former it is connected by the Vester-Gade and Frederiksberg-Gade, while the Vesterbros-Passage runs towards the W. On the S. side of the square stands the new **Town Hall** (Pl. H, 7), a handsome brick and sandstone building in the Danish Renaissance style, begun from the designs of *M. Nyrop* in 1892 and to be finished in 1900. It is freely adorned with bronze figures in niches, and at the E. angle is a tower, destined to reach a height of 330 ft.

The VESTERBROS-PASSAGE (Pl. H, 7), or first section of the Vesterbro-Gade (p. 413), is one of the most animated streets in the city. On its S. side are the main entrance of the *Tivoli* (p. 393) and the *Dansk Folke-Museum*, a collection formed by B. Olsen to illustrate the history of civilisation (adm., p. 394; catalogue 30 ø.). To the N. is the *Main Railway Station* (p. 391). At the end of the Vesterbros-Passage rises the *Friheds-Støtte*, or Column of Liberty (Pl. G, 7), an obelisk of sandstone, 50 ft. in height, erected by the peasantry in 1778 in memory of the abolition of serfdom; the four allegorical marble figures round the base (reliefs) are by Wiedewelt.

In the VESTRE BOULEVARD (No. 22), opposite the W. tower of the Town Hall, stands the **Industrial Art Museum** (Pl. H, 7), built from the designs of *Klein* in 1893 and containing a collection of ancient and modern works of the art-handicrafts (first floor; adm., see p. 394). The most notable feature is the collection of works in carved wood from Sleswick-Holstein, Germany, and France

(16-17th cent.), lent by the Duke and Duchess of Cumberland (Princess Thyra of Denmark). — The Vestre Boulevard skirts the E. side of the Tivoli Garden (p. 411). Opposite the entrance to the latter is a statue of the painter *Asmus Jacob Carstens* (1754-98), who first felt inspired to devote himself to the study of classic art when visiting the antiques of the Copenhagen Academy (1776). The statue was presented to the town by Hr. C. Jacobsen; on the pedestal are reliefs from Carstens' drawings, the Argonauts and Night with her children. Farther on, to the W., at the corner of the Ny-Vester-Gade, is the New Glyptothek.

The ***New** or **Ny-Carlsberg Glyptothek** (Pl. H, I. 7) was built in 1892-97 from plans by *Dahlerup* and mainly at the expense of *Hr. Carl Jacobsen*, a wealthy brewer and enthusiastic lover of art. The façade is adorned with 22 columns of polished marble, between which are bronze castings of the Laocoon, Michael Angelo's Moses, and other famous sculptures. One wing has still to be built. The interior, elaborately decorated with marble and terracotta, contains the works of modern art collected by Hr. Jacobsen since 1888. Nowhere else out of France is French sculpture so well and so amply represented. Adm., see p. 394.

A vaulted Entrance Hall divides the building into two halves.

Ground Floor to the Left. — I. Bissen Room, with works by *H. V. Bissen*, including a statue of Ørsted (p. 411), Fisher Boy, Girl bathing, *Achilles, and a fricze of Ceres and Bacchus civilising mankind (comp. p. 414). — II. Jerichau Room, with works by *J. A. Jerichau:* Hercules and Hebe (plaster), Creation of Eve (plaster), Statue of a Girl (marble), Marriage of Alexander and Roxana (frieze). — III. Caryatides Room. *Thorvaldsen*, Two Caryatides; *H. E. Freund*, Bust of Wagner; *E. Wolff*, Bust. — IV. Large Room. *Rauch*, Victory, Queen Louise of Prussia; *Börjeson*, Swimmer; *Schwanthaler*, Nymph (bronze); *Lord Frederick Leighton*, Athlete; **Hasselberg*, Snow-drop; *Aursleff*, Girl and Amoretti; *Jerichau*, Combat of Hector and Ajax (frieze). — V. Christ Room. *J. A. Jerichau*, Christ; *Baily*, Eve; *Tenerani* (after Thorvaldsen), Genii of Life and Death.

Ground Floor to the Right. — VI. Falguière Room. *J. Falguière* (b. 1831), Eve; *Eug. Delaplanche* (1836-91), Music; *Marqueste*, Eve; *Paul Dubois*, Equestrian figure of Constable Anne de Bourbon (plaster), Joan of Arc. — VII. Dubois Room. *Paul Dubois* (1829-83), Eve, Faith, Charity. — VIII. Barrias Room. *C. Barrias* (b. 1841), Oath of Spartacus (1871), Adam and Eve with the dead Abel (1878); *H. M. A. Chapu* (1831-91), Maid of Orleans. — IX. Empress Room. *J. Gautherin*, Empress Maria of Russia, née Princess Dagmar of Denmark; *Chapu*, Princess Alexandra of Wales. — X. Gautherin Room. *J. Gautherin*, Paradise Lost (marble group), Work, Inspiration; *A. Mercié* (b. 1845), 'Quand Même!' (Defence of Belfort).

First Floor. — XI. Renaissance Room. *Algardi* (?), Bronze bust of Pope Paul V.; *Mino da Fiesole* (?), Virgin Mary with the Holy Child and the young Baptist (marble relief); *School of the Robbia*, Virgin kneeling before the Holy Child (terracotta). Paintings: **Rembrandt*, The Student (ca. 1650); *Roger van der Weyden*, Madonna; **Frans Hals*, Descartes. — XII. Hansen Room, with busts by *H. V. Bissen*, *Rauch*, *Tieck*, and others. — XIII. Carstens Room, with drawings by the sculptors *Bissen*, *Freund*, and *Jerichau*. — XIV. Picture Room. *Lundbye*, Zealand landscape; *W. Marstrand*, Lucky shipwreck; *Eckersberg*, Sea-pieces; *Zahrtmann*, Eleonora Christina leaving her prison after 20 years' captivity (comp. p. 410); *J. F. Millet*, Death and the Woodman (1860); *Kreyer*, Hr. C. Jacobsen and his friends in the Old Glyptothek (p. 413); *Bache*, King Christian IX.

The tramway from the Høibro-Plads to the Vestre Kirkegaard (No. 4a, p. 393) runs hence to a point near the Old Glyptothek (see below).

d. The Western Quarters.

TRAMWAYS. From the Kongens Nytorv viâ the Raadhus-Plads and the Vesterbro-Gade to Frederiksberg, see No. 1e, p. 392. — From the Raadhus-Plads by the Vesterbro-Gade to Frederiksberg, see No. 3b, p. 392; to Ny-Carlsberg (Old Glyptothek) and Valby, see No. 3c, p. 392. — From the Høibro-Plads, passing the New Glyptothek (p. 412), to Ny-Carlsberg (Old Glyptothek), see No. 4a, p. 393.

Beyond the Liberty Column the Vesterbros-Passage is prolonged by the VESTERBRO-GADE (Pl. G, F, E, 7, 8), which traverses the W. quarter from end to end. In the Steno-Gade, a cross-street, to the right, is the Roman Catholic *Jesu-Hjerte-Kirke*, consecrated in 1895. Farther on in the Vesterbro-Gade, beyond the small Vesterbro-Torv, is the *Kongelige Skydebane*, the seat of a long-established shooting-club (restaurant, see p. 392).

The FREDERIKSBERG-ALLÉE (Pl. E, D, C, 7), diverging to the right from the Vesterbro-Gade, contains several pleasure-gardens (p. 393) and ends at the rondel outside the Frederiksberg Park, whence the Allée-Gade runs to the N. and the Pile-Allée to the S. [In the Allée-Gade, at the corner of the Gamle Kongevei, is a statue of the poet *Ad. Oehlenschläger* in his youth, by Schultz (1897).]

The park of **Frederiksberg-Have** (Pl. A-C, 7) contains many shady promenades. By the main entrance rises a *Statue of Frederick VI.* (d. 1839), by Bissen. The *Frederiksberg Palace* (Pl. B, 8), erected in the Italian style under Frederick IV. (d. 1730), now a military school, lies conspicuously on a hill to the left. The chief attraction is the fine view from the shady terrace in front of the palace. — Farther to the W., beyond a *Confectioner's*, lies the *Zoological Garden* (Pl. A, B, 7, 8; adm., see p. 394).

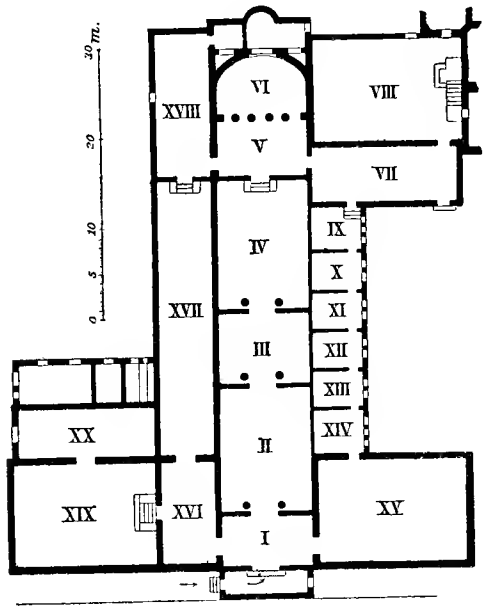
To the S. of the Roskilde road is the beautiful shady park of *Søndermarken* (Pl. A, B, 8). Opposite its S.E. exit, towards the Old Glyptothek, is a bronze statue of the Danish statesman *Karl Christ. Hall* (d. 1888), by the younger Bissen.

The PILE-ALLÉE, which skirts the E. side of the Søndermarken Park, terminates to the S. at the W. end of the NY-CARLSBERG-VEI (tramway 3c, p. 392), where a monumental gateway gives admission to the grounds of the large *Ny-Carlsberg Brewery* (Hr. Jacobsen's). Within these grounds, to the left, is the building of the Old Glyptothek.

The ****Old Glyptothek** (*det Gamle Glyptotek;* Pl. C, 9) contains the superb collection of ancient sculpture made since 1887 by *Hr. Carl Jacobsen* (p. 412) and already one of the best of the kind to the N. of the Alps. The collection of Roman portrait-statues and busts is, indeed, the finest and most extensive in the world. The number of original Greek works is also comparatively large. The

constant accession of new acquisitions occasions frequent changes in the arrangement. It has, therefore, been deemed expedient to give below merely a general characterization of the contents of the different rooms, followed by a list of the most important objects, denoted by the numbers assigned to them in the last edition of the catalogue (1898; 75 *ø.*) together with the number of the room in which they were exhibited when this Handbook went to press. Adm., see p. 394.

Rooms II-VII, which are adorned with friezes by Bissen, Sinding, and others, contain the works of *Greek Art.* These include marble statues and heads (some of them dating from before the 5th cent. B.C.) and also a few bronzes.



Room VIII, with a frieze by Jerichau and a cast of the frieze of Halicarnassus, contains the *Roman Portrait Statues* and *Sarcophagi.*

Cabinets IX-XII contain the *Smaller Greek Sculptures*, including tombstones, terracottas, sepulchral and votive reliefs.

In Cab. XIII is the largest extant collection of *Sculptures from Palmyra* (catalogue by D. Simonsen).

Rooms XIV-XV contain the *Egyptian Antiquities*, a small but choice collection (catalogue in preparation).

Rooms XVI-XVII are devoted to the *Roman Portrait Busts*, most of which are excellent examples. — Room XVIII contains *Greek Portrait Busts.*

In Room XIX is the so-called 'Helbig Museum', a collection of *Etruscan and Early-Italic Antiquities*, made by *Prof. Wolfgang Helbig*, the eminent archæologist at Rome. This is very important in its way, but appeals mainly to the specialist. The walls of this and the adjoining room are decorated with imitations of the mural paintings in Etruscan tombs.

No. *2 (Room IX), Sphinx, from Attica (6th or 5th cent. B.C.); *3, 4 (IX), Two lions, from Corinth (6th or 5th cent.); 6 (X). Painted sarcophagus, from Clazomenæ (5th or 6th cent.); *9 (III). Head of Athlete (Athens; beginning of 5th cent.); *12 (III). Head of a youth, Cyprus (5th cent.); *18 (II). Cover of a sarcophagus from Phœnicia, a Greek work in the Egyptian manner (5th cent.); 19 (III). Stele, from Laconia (beginning of 5th cent.); 20, 21 (III). Dionysus, Hermes (5th cent.); 23 (III). Herma of a youth, an archaic original; *24 (III). Female draped statue, an original of the 5th cent.; *26 (III). Bronze statue of a youth (beginning of the 5th cent.); 27 (III). Bronze head (6th or 5th cent.); *28 (III). Relief of Orestes slaying Ægisthus (beginning of 5th cent.); *41 (III). Hercules (bronze; 4th cent.); 42 (V). Recumbent youth (5th cent.); *43 (III). Girl dancing, original of the 4th cent.; *44 (VII). Statue of a kneeling youth, 4th cent. original; 45 (XII). Statuette of Artemis, 4th cent. original; *47 (II). Statue of Apollo, by one Apollonios, a replica of a work of the 5th cent.; 48 (VII). Giant, in the Pergamenian style.

Nos. 49-51 (III). Heads of gods, from Athens, time of Phidias (51. Zeus); *53 (III). Head of a youth, original in the style of Praxiteles; *54 (III). Head of Eros, Attic original of the end of the 5th cent.; *55 (III). Head of Kora (?), original of the time of Praxiteles; 57, 58 (III). Heads of athletes (Athens; 4th cent.); 59 (IV). Head of Helios (?), Hellenistic original; *61 (III). Head of Hermes fastening his sandals, in the style of Lysippus (bust belonging to some other head); 62 (XI). Upper part of a portrait-statue from Athens, early Imperial period; 65 (XII). Tomb-relief of a bearded man (5th cent.); 66 (XII). Fragment of a votive relief (5th cent.); *67 (VII). Attic votive relief (5th cent.); 68 (VII). Attic tomb-relief (lady and servant; 4th cent.); *72 (IV). Palmetto from the top of a stele (Cyprus; 5th cent.); *76 (VII). Warrior, from an Attic tomb-relief (4th cent.); 91 (IX). Tomb relief of a shipwrecked mariner (Atheus); *92 (XII). Votive relief to Artemis Bendis and Æsculapius, from the Piræus (B.C. 329); 93 (XII). Votive relief to Artemis Eupraxia, from Tyndaris; 94 (IX). Melpomene, fragment of an Attic relief (4th cent.); 95 (XII). So-called Banquet of the Gods (Athens); *100 (IX). Bull, from an Attic tomb (4th cent.); 101 (XII). Serpent, votive relief; 102, 103 (I). Lions, Greek works of the 4th cent.; 108 (III). Head of a woman, from Egypt, Helleuistic original; 112-116 (XVII). Satyr with the young Dionysos, Zeus, Hercules (?), Poseidon, and Helios (?), a group of statues from the school of Aphrodisias in Caria (2nd cent. A.D.); 121 (III), 125 (VI). Heads of Aphrodite (4th cent.); *128 (VIII). Bronze statuette of an Amazon, from Egypt (4th cent.); *129 (II). Amazon, perhaps after Polycletus (5th cent.); *131 (V). Statue of Anacreon (5th cent.); *132 (V). Seated poet (4th cent.); *T 135 (VIII). Tiger, Hellenistic bronze from Egypt; *136 (XVIII). Statue of Apollo (5th cent.); 138 (II). Herma of Apollo (5th cent.); 143 (II). Statue of Apollo (4th cent.); *150 (VII). Female torso, part of the same group as No. 315, original of the 4th cent.; *153 (II). Head of Artemis, 4th cent. original; 156 (VI). Æsculapius and Hygieia (4th cent.); 157 (II). Head of Æsculapius (5th cent.); *163 (IV). Head of Athena, time of Phidias; *171 (VII). Head of a bearded athlete (?), 4th cent.; 173 (XVI). Statue of Attys; 184 (II). Statue of Demeter (?; 4th cent.); 191 (V). Head of Dionysos; 195 (VI). Statue of Dionysos (4th cent.); 197 (XX). Dionysos and Pan (4th or 3rd cent.); 200 (VII). Statue of one of the Dioscuri (4th cent.).

No. 201 (II). Head of a youth, in the style of Polycletus; 206 (XVIII). Genius of Death, Roman tomb-figure; *216 (XVII). Hippopotamus, in rosso antico; 220 (VII). Statue of Paris (4th cent.); 223 (VII). Head of a woman (5th cent.); *224 (IV). Statue of Hera (5th cent.); 225 (IV). Hercules (4th cent.); 231 (IV). Hercules (end of 5th cent.); 234 (XX). Hercules as Omphale, Hellenistic; 235 (IV). Same subject (Greek); 238 (V). Relief with the Labours of Hercules (Greek); 239 (II). Statue of a youth in a sitting posture (head new); 240 (II). Statue of Hermes (4th cent.); 245 (II). Statue of Dionysos, Hellenistic; 247 (IV). Puteal with Centaurs in relief; 248 (IV). Caryatide (5th cent.).

No. 253 (VII). Head of a woman (5th cent.); *257 (IV). Fleeing girl (5th cent.); *262 (IV). Female head (4th cent.); *264 (III). Head of a girl, Hellenistic original; *267 (XX). Torso of a seated girl, 4th cent. original; 274 (II). Cybele; *278 (IV). Head of a youth (5th cent.); *290 (XX). Torso of a youth, 4th cent. original.

No. 305 (II). Meleager, head new (4th cent.); 308-311 (II). Statues of the Muses, after Praxiteles; *312 (VIII; in the middle of the room). Mosaic of Europa on the bull; 318-320, 322-327, 329, 333, 338 340, 350 (XVIII). Unknown Greeks; *331 (XVIII). Menander (?); 335, 336 (XVIII). Epicurus; 337 (XVIII). Zeno the Stoic; *341 (XVIII). Demosthenes; *342 (XVIII). Alexander the Great; *344 (IV). Colossal head of a youth, from Tarsus, Hellenistic; *346 (XVIII). Bust of one of the Diadochi (successors of Alexander the Great); 347 (XVIII). Pyrrhus (?); 348 (XVIII). Greek of the Hellenistic period; *349 (XVIII). Pergamenian (?) King, Hellenistic original.

No. 351 (XVIII). Greek of the 2nd cent. of our era (Athens); 353 (XVIII). Greek of the 3rd or 4th cent. (Athens); *362 (II). Head of a Triton or a Wind God, Hellenistic; 365 (VII). Satyr, from a group in the Pergamenian style; *367 (VII). Silenus with the child Dionysos, 4th cent. original; 374 (IV). Triton, Hellenistic; 376 (XI). Marble vessel; 381 (XX). Fragment of a marble vase, in the Neo-Attic style; 386 (XVIII). Upper part of a statue of Zeus; *393 (VIII). Caius Fundilius Doctus, 'Apollinis parasitus' (1st cent. A.D.); 395 (VIII). Emp. Tiberius; 398 (VIII). Lady of the Flavian period as Venus.

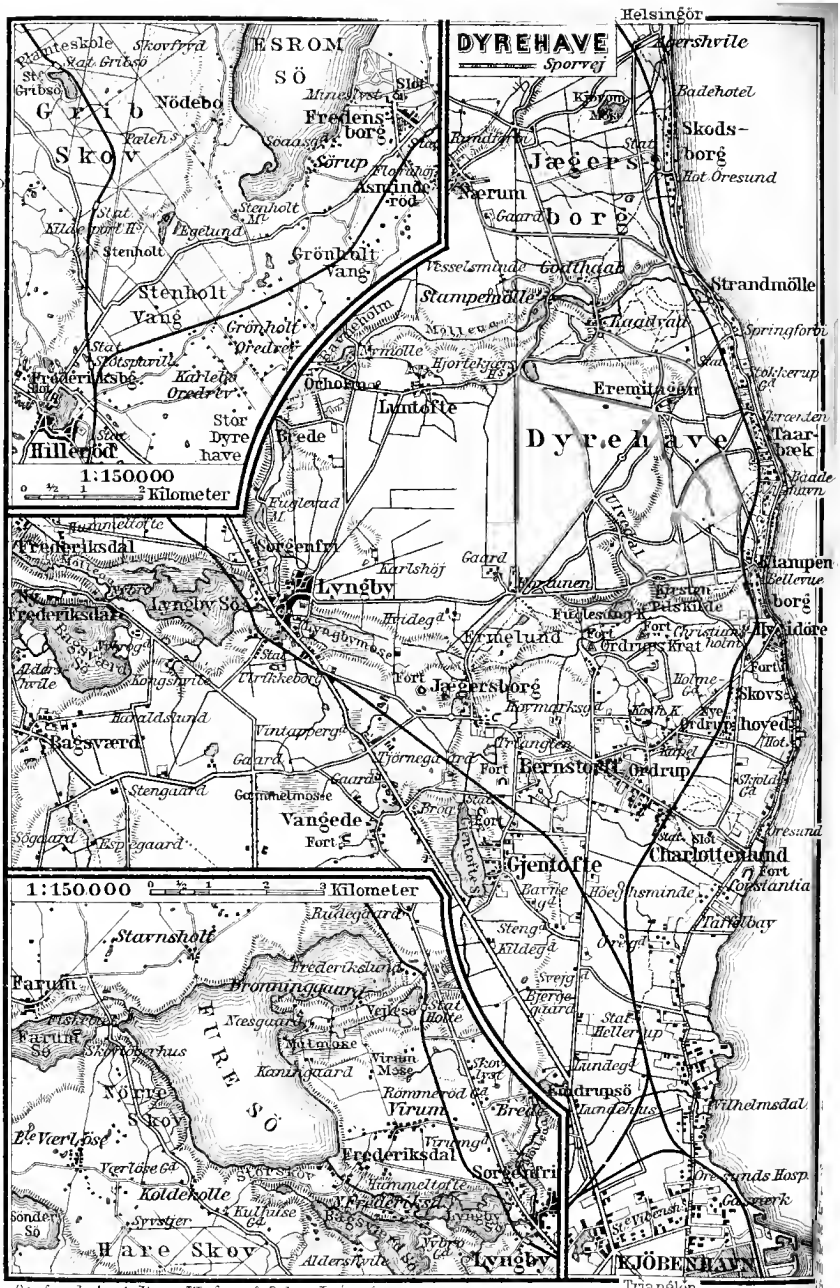
No. 402 (I). Roman lady as Hygieia (2nd cent.); 403 (XVI). Crouching barbarian, as a support; 406 (VIII). Roman of the end of the 2nd cent. as Æsculapius; 408 (VIII). Sepulchral statue of a mother-in-law; 411, 413 (XVI). Romans of the early Republic; 412 (XVI). Tomb-relief of Septumius, of the same period as No. 411; *420, *421, 422, *423, 425, 431, 437, 446, *447, *448, *451 (XVI). Romans of the close of the Republic; 434 (XVI). Roman of the Republic (or late Greek?), from Cyzikos; *445 (XVII). Pompey.

No. *455 (XVII). So-called Agrippa; *457 (XVII). Angustus, from Sardes; *460 (XVII). Livia (?), wife of Augustus; 467 (XVII). Tiberius; *469 (XVII). Agrippina the Elder, wife of Germanicus; 472 (XVII). Drusus the Younger, son of Tiberius; *476 (XVII). Caligula; *478-480 (XVII). Hermæ of Romans, from Nemi (1st cent.); *481 (XVII). Roman of the 1st cent.; *492 (XVII). Roman lady of the 1st cent.; 496 (XVII). Roman lady of the time of Titus.

No. *503 (XVII). Trajan; 507 (XVII). Head of a barbarian; 508 (XVII). Hadrian; *509 (XVII). Greek of the close of the 2nd cent., from Athens; 518 (XVII). Antoninus Pius; 519 (XVII). Faustina the Elder; 521, *531 (XVII). Romans of the second half of the 2nd cent.; 524 (XVII). Marcus Aurelius; 530 (XVII). Head of a boy (2nd half of 2nd cent.); 533 (XVII). Lucilla (d. 183); *539 (XVII). Manlia Scantilla (close of 2nd cent.); 543 (XVII). Septimius Severus; 546 (XVII). Julia Domna (?), wife of Septimius Severus, with a removable wig.

No. *557. Lady of the Gordian period (ca. 230-240); *563-567 (XVII). Portraits of the same period; 568 (XVII). Pupienus (238 A.D.); 569, 570, 572, 573, 575, 576, *577, 578 (XVII). Romans of the 3rd cent.; *579-589 (XVII). Romans of the close of the 3rd or of the 4th cent., a series of rare and (for the period) excellent portraits.

No. *592 (VIII). Sarcophagus with Bacchic scenes; *596 (VIII). Sarcophagus with Apollo and Marsyas, from Phœnicia; *608 (XVII). Altar with Bacchic figures, neo-Attic style; 625-*630 (VIII). Slabs from the Tomb of the Sempronii; 761, 764 (XX). Early-Christian sarcophagi; 763 (XX). Early



Geograph. Anstalt von Wagner & Debes, Leipzig

Christian pulpit; 767 (IV). Achilles with the body of Hector (?), Hellenistic; 768 (II). Head of a Civic Goddess, from Smyrna, Hellenistic.

A visit may also be paid to the Romanesque **Jesus-Kirke** (Pl. B, 9), built on Dahlerup's plans at the cost of Hr. Carl Jacobsen (sacristan at Lang-Gade 36, Valby, to the right just before we reach the church; fee 25 ø.). The interior, richly adorned with stucco, is supported by 82 granite pillars. The font, with figures of Faith and Hope, is by *Jerichau;* the tomb of the Jacobsen family has marble groups by *Tenerani* after *Thorvaldsen;* the altar-frieze is by *Sinding.* Stained glass from Munich.

69. From Copenhagen to Helsingør and Helsingborg.

a. Coast Railway.

Express (Berlin-Copenhagen-Christiania) to (44 Kil.) *Helsingør* in 3/4 hr., ordinary trains in 1 1/2-2 hrs. (fares 2 kr. 80, 1 kr. 75, 1 kr. 5 ø.). — The express starts from the *Nordbanegaard* (Pl. G, 6), the other trains from the *Østbanegaard* (Pl. L, 2, 3). The local trains to Klampenborg, which in summer run hourly on week-days, and half-hourly or oftener on Sundays and holidays (in 25 min.; fares 60, 40, 25 ø.), start at the *Klampenborg Station* (Pl. G, 6).

The **Steamer Voyage** along the Zealand coast is very picturesque. The boats (restaurant on board; B. 1 1/2 kr.) ply four times daily to *Helsingør* (in 2 1/2 hrs.; fares 1 1/2, 1 kr.) and *Helsingborg* (in 3 hrs.; fares 2, 1 1/2 kr.), starting from the corner of the Havne-Gade and the Nyhavn at Copenhagen (Pl. L, 6). Cheap trips ('Lystturer') on Sundays, there and back ('Tur og Retur'). Stations: 25 min. *Skovshoved,* 10 min. *Bellevue-Klampenborg,* 5 min. *Taarbæk,* 20 min. *Skodsborg,* 10 min. *Vedbæk,* 15 min. *Rungsted,* 25 min. *Humlebæk,* 20 min. *Snekkersten,* 20 min. *Helsingør,* 30 min. *Helsingborg.*

The railway from the Nordbanegaard, also followed by the local trains for Klampenborg, skirts the N.W. side of Copenhagen, touches the suburban station of *Nørrebro,* and near (5 Kil.) *Hellerup* unites with the line from the *Østbanegaard.* To the right and left are many small villas.

8 Kil. *Charlottenlund.* To the right are the royal château and park, occupied by the Crown Prince in summer. On the shore of the Sound, 1 Kil. from the rail. station, are the popular *Restaurant Constantia* and the *Charlottenlund Baths.*

10 Kil. **Klampenborg** (*Strand Hotel; Bellevue; Klampenborg Bathing Establishment,* pens. for a week or more from 6 kr. per day), a popular summer-resort and sea-bathing place on the S.E. margin of the ***Dyrehave** (usually called *Skoven,* or 'the forest'), or **Deer Park,** a beautiful forest of beeches, well stocked with stags and deer.

The following walk (ca. 2 1/2 hrs.) gives a good idea of the attractions of the locality. We cross the railway-viaduct and enter the wood by the 'Røde Port'. The *Dyrehaves Bakke* ('deer-park hill'), on the S. side of the park, is a great popular resort in summer. Near a spring called the *Kirsten-Pils-Kilde* are rows of booths and shows of all kinds, which with the beautiful woods afford a pleasant picture of humble life 'al fresco'. The forester's house of *Fortunen,* in the S.W. corner of the Dyrehave, with a garden-restaurant, 2 1/4 M. from the Klampenborg station, commands a fine view. — From Fortunen or from the Kirsten-Pils-Kilde we proceed

to the N.E. to (2¼ M.) the *Eremitage* (restaurant), a shooting-lodge built by Christian VI. in 1736, near which groups of deer are seen towards evening. A pleasant path, leaving the grand-stands for the Copenhagen horse-races (in July) to the left, leads hence straight across the meadows by *Raadvad* (restaurant) and *Godthaab* (restaurant) and through the fine wood of *Jægersborg* to (1-1¼ hr.) *Skodsborg* (see below).

The railway follows the coast, skirting the Dyrehave and passing many villas hired in summer for sea-bathing. Stations: *Taarbæk* and *Springforbi.*

16 Kil. **Skodsborg** (**Bade-Hôtel*, with a large garden, R. 2-6, D. 2½, pens. 6½ kr.; *Øresund*, similar charges, well spoken of), another favourite bathing-place, with beautiful walks in the forest of *Jægersborg* (comp. above).

19 Kil. *Vedbæk* (Hot. Vedbæk), on the *Trørød Skov*. To the S. lies *Enrum*, the seat of Count Danneskjold-Samsø, with a fine park (open to the public). — Farther on we pass the small château of *Smidstrupgaard*, belonging to the King of Greece. Over the Sound we see the Swedish island of *Hven*, famous for its association with Tycho Brahe; the church of St. Ibbs (James) is recognisable. — 23 Kil. *Rungsted*, with a monument to the poet Johannes Ewald (p. 402); 30 Kil. *Nivaa;* 34 Kil. *Humlebæk;* 40 Kil. *Snekkersten.*

44 Kil. *Helsingør*, see p. 421; the station adjoins the harbour.

From Helsingør to *Helsingborg*, see p. 422.

b. Zealand Northern Railway.

Railway to (58 Kil.) *Helsingør* in 1¾-2 hrs. (fares as above); to (34 Kil.) *Hillerød* in 1 hr. (fares 2 kr. 20, 1 kr. 40, 80 ø.). — The trains start from the *Nordbanegaard* (Pl. G, 6). — Those who wish to 'do' Frederiksborg on the way should take the first train (comp. p. xviii).

From Copenhagen to (5 Kil.) *Hellerup*, where the coast-line diverges to the right, see p. 417. — 8 Kil. *Gjentofte*, the station for the royal château of *Bernstorff* (to the right).

11 Kil. **Lyngby** *(Rustenborg; Lyngby)*, prettily situated on the *Lyngby-Sø*. To the right is the royal villa of *Sorgenfri;* to the left is Count Schulin's villa of *Frederiksdal.*

From Lyngby a pleasant excursion may be made by small steamer to *Frederiksdal*, and thence by 'Amfibiebaad' across the *Furesø* to *Fiskebæk* and *Farum* (there and back from Copenhagen in 6-8 hrs.; through-fare 2 kr. 40 ø.).

16 Kil. *Holte*, with charming environs (château of *Dronninggard* on *Lake Fure*, etc.); 21 Kil. *Birkerød;* 27 Kil. *Lillerød.*

34 Kil. **Hillerød.** — **Hotels.** Hôtel Leidersdorff, opposite the castle, ¾ M. from the station (omn. 25 ø.); Hôtel Kjøbenhavn, in the market-place, ½ M. from the station. — **Slotspavillon Restaurant*, see p. 420.

Omnibus to *Fredensborg* (p. 421), 50 ø. — Carriage with one horse 4, with two horses 6 kr., and fee.

Branch Railways to *Frederiksværk* and to *Kragerup* through the beautiful forest of *Gribskov* (stat. *Gribsø*), with branches to *Gilleleie* (p. 422) and *Helsinge.*

Hillerød, with 4000 inhab., the capital of the district of Fre-

deriksborg, lies at the S. end of the small *Lake of Frederiksborg*, from which rises the château of Frederiksborg, the most imposing monument of the Danish Renaissance. — From the rail. station we reach the market-place in 10 min. by following the street either to the right or left. Here is a *Statue of Frederick VII.* by Bissen, with an inscription relating to the promulgation of the present constitution by agreement between the king and the Constituent Assembly (June 5th, 1849). The entrance to the palace is about 1/4 M. farther on.

***Slot Frederiksborg** was erected in 1602-20 by Christian IV. on the site of an older building of Frederick II., of which two towers still remain, and affords an excellent illustration of a princely residence of the period. Three islands near the W. bank of the lake are covered by the buildings. The first bridge leads to the stables and offices. The second bridge leads to the massive tower-gateway of the outer court, which is enclosed by the business rooms and dwellings of the royal suite. In the centre is the *Neptune Fountain*, a reproduction (1888) of a fountain executed for Christian IV. by Adrian de Vries in 1623 and carried off by the Swedes in 1659. In front we see the palace proper, which occupies the third island.

Three four-storied wings, with towers and gables, and a lower entrance-wing surround the great court. As in the contemporary buildings of N. Germany, the Renaissance character of the architecture is expressed mainly in the decorative details, which are executed in sandstone. The most striking feature is the portal and loggia of the central structure; the fountain was added in 1621 by *L. P. Sweis*, a Dutchman. The W. wing contains the Palace Chapel, above which is a large Knights' Hall. Frederick VII. usually resided at Frederiksborg until 1859, when a large part of the building was destroyed by fire. The rebuilding was superintended by *F. Meldahl*, Director of the Academy of Arts. At the suggestion of *Hr. J. C. Jacobsen* (d. 1887; p. 412), who contributed 600,000 kr. towards the expense of restoration, the interior has been fitted up as a *National Historical Museum*, the original works of art and reproductions in which afford a survey of Danish history and civilisation from the introduction of Christianity to the present day. The rooms, few of which escaped injury from the fire, are fitted up in the styles of the periods illustrated, after Danish and other models. Entrance in the loggia of the central structure. Adm. daily in summer, 9.30-4 and 5-7; fee 35 ø. Catalogue 25 ø. About 1 hr. is required for visiting the palace.

Ground Floor. — In the VESTIBULE are casts of two Runic stones of the 10th century. — ROOMS 6-11. Photograph of the *Bayeux Tapestry*, representing the conquest of England by William of Normandy (see *Baedeker's Northern France*).

First Floor (middle building). Furniture of the 16-17th cent., including many coffers and chests with armorial bearings; fine modern furniture. — TOWER ROOM 23 and the COUNCIL CORRIDOR (25) still retain part of the mural decoration of the time of Christian V. — R. 29: King Albert of

Sweden after the defeat of Falköping, a painting by *G. Honthorst.* — R. 30: several paintings by *J. Owens;* portraits of *Frederick II.* (1559-88) and his contemporaries. — Tower Room 32. 'Gottorp Globe' of 1657.

Second Floor. RR. 35-37: Portraits and pictures of important events; chests, cabinets, and tables of the time of *Christian IV.* (1588-1648) and his successors. — Tower Room 38: Portraits of Charles XII. of Sweden (1697-1718), his sister Ulrika Eleonor, and other royal personages. — The large Knights' Hall (39), restored in the style of Christian IV. after the fire, has an elaborate ceiling and contains numerous portraits of royal personages, including an equestrian portrait of Christian IV. (copy). — RR. 40-42: Portraits, pictures of events, and furniture of the time of *Frederick III.* (1648-70). — RR. 43-45: Time of *Christian IV.* (1670-99). — RR. 46, 47: Time of *Frederick IV.* (1699-1730); inlaid furniture of the first half of the 16th cent. (R. 47). — RR. 48, 49: Rococo furniture of the time of *Christian VI.* (1730-46) and *Frederick V.* (1746-66). — R. 50: *Christian VII.* (1766-1808). — R. 51: *Frederick VI.* (1808-36). — R. 52: *Christian VIII.* (1839-48). — R. 53: Portraits of members of the Constituent Assembly of 1849. — We pass through the Corridor (54), the contents of which supplement those of the adjacent rooms, and then descend the staircase to the—

First Floor, the E. wing of which contains nine more rooms (56-64), fitted up in a modern style. — The visitor should not omit to notice the variety of pretty views from the windows.

The ***Palace Church,** where the kings of the Oldenburg line used to be crowned, offers a curious mixture of mediæval Gothic (traceried windows, net-vaulting) with rich Renaissance details. The intarsia or inlaid-work of the stalls, dating from the time of Christian IV., is by Dutch artists; so, too, are the pulpit, of ebony and embossed silver, and the Crucifixion in embossed silver on the high-altar. The gallery is adjoined by the *King's Oratory, which has been entirely restored since the fire of 1859 in all its old splendour of carved wood and ivory, and is adorned with fine paintings from the Passion by *Prof. C. Bloch* (1865). In the window niches of the gallery are the arms of the knights of the Danebrog Order.

By turning to the right in the outer court and again to the right through the gate, we reach an old avenue leading to the *Palace Garden*, which lies on the N. bank of the lake and is laid out in the old French style, with clipped hedges. It contains the restaurant mentioned at p. 418 and affords a good view of the palace. To return to the station we follow the Copenhagen road (right), finally turning to the right.

The continuation of the avenue forms the way to (8 Kil.) Fredensborg, which crosses the Græsted railway farther on and then diverges to the right from the Græsted road. Fine woods of oak and beech. To the left, views of the pretty *Lake Esrom.*

Slot Fredensborg, the autumn residence of the royal family, was built in 1720-24 in memory of the recently concluded Danish and Swedish peace. The interior (adm. for 1-6 pers. 2 kr., 7-12 pers. 4 kr.) contains few objects of interest. (Among the pictures: *Karel van Mander*, Christian IV.; *Rubens*, Christ on the Cross; *Rembrandt*, Young girl.) The *Park, considered the most beautiful in Denmark, is open to the public. Among the works of art it contains are 'Denmark' and 'Norway' by Wiedewelt, near the main entrance of the château. In the 'Normansdal' are statues of 65 Norwegian peasants in national costume, presented by the peasants themselves in the 18th cent., but without artistic value. The grand

Höganäs, Kullen
HELSINGÖR
1:32.000
Metres
Kronborg
Marienlyst
Slot
Havn
Bane-gaard
Post
Sydåkra
Wiken
Farhult
Christinelund
Kulla Gunnarstorp
Allerum
Lussöd
Nakkehoved Fyr
Rödkilde
Villingebæk
Hornbæk
Dragstrup
Hornbæk
Villingeröd
Borsholm
Hellebæk
Sofiero
Tinkarp
Pålsjö
Esbönderup
Esrom Sö
Helsingborg
Ramlösa
Helsingör
Rörtang
Snekkersten
Råå
Raus
Bårslöf
Fjerrestad
Fredensborg
Asminderöd
Humlebæk
Qvistofta
Glumslöf
Otterup
SVERIGE
Frederiksborg
Hilleröd
Nivaa
Karlebo
Brönsholm
Hven
St. Ibs
Uranienborg
Tuna
Hildesborg
Herslöf
Saby
Wadensjö
Asmundtorp
Örja
Sirekopinge
Tirup
Nöbbelöf
Billeberga
Rungstedlund
Hörsholm
Telegraftraad
Landskrona
Tofta
Lilleröd
Sjælsmark
Blovsteröd
Birkeröd
Vedbæk
Gråen
Saxtorp
Annelöf
Dagstorp
SJÆLLAND
Skodsborg
Sölleröd
Strandmöllen
Eremitage
Dyrehaven
Fure Sö
Frederiksdal
Sorgenfri
Taarbæk
Bellevue & Klampenborg
Lyngby
Jægersborg
Bernstorff
Gjentofte
Charlottenlund
Bagsværd
Gladsaxe
Ballerup
Herlöv
Brönshöj
Trekroner
Frederikshavn
KJÖBENHAVN
Christianshavn
Frederiksberg
Valby
Hvidovre
Glostrup
Brøndbyvester
Kalvebod Stra.
Drogden
Saltholm
Sundby
Taarnby
Kastrup
Amager
Tönnerup
Dragör
St. Magleby
Viberup
Ullerup
Kjöge Bugt
Lundåkra
Hofterup
Barsebäck
Löddeköpinge
Löddesborg
Borreby
Flädie
Önnerup
Lomma
Lomma Bugt
Arlöf
MALMÖ
Limhamn
Hyllie
Bunkeflod
Fosie
Lockarp
Roeskilde
1:500.000
Danske Mil
Kilomètres
Engl. Mil.
Geograph. Anstalt von
Wagner & Debes, Leipzig

avenue in the S. part of the park is worth seeing (guide, to save time, 50 ø.); it contains a Russian pavilion erected by Emp. Alexander III. (adm. 50 ø.). Boats for a trip on Lake Esrom may be obtained at the 'Skipperhus'. — The village of **Fredensborg** (**Jernbane-Hotel; Slots-Hotel*, near the château) is a railway-station (27 M. from Copenhagen). The station is about 1/2 M. from the château.

The last intermediate station is (46 Kil.) *Kvistgaard.* — 58 Kil. *Helsingør.* The station is close to the pier.

Helsingør (*Jernbane-Hotel*, at the station; *Hôtel Øresund*, Sten-Gade, near the town-hall) is an ancient commercial town with 11,000 inhab., on the narrowest part of the *Sound*, which separates Zealand from the Swedish province of Skåne. Modern Gothic town hall (Pl. R). *Strand-Pavillon*, a café on the quay. — To *Helsingborg*, see p. 422.

To the N.E. of the town rises the handsome and conspicuous castle of ***Kronborg**, massively built of stone by Frederick II. in 1574-85, restored after a fire by Christian IV. in 1635-37, and enclosed by ramparts and broad moats.

On passing the main gateway (W.), we turn to the left and enter the picturesque inner court, the turrets, gables, and spire of which date almost wholly from the time of Christian IV. For the rest the castle, which is chiefly used as barracks, presents little attraction. (Tickets in the inner court, first door on the left: for the collection of pictures, the chapel, and the tower 30 ø.; for the chapel alone 20 ø.; for the casemates, 1-8 pers. 25 ø. each, 9-14 pers. 20 ø. each.) The *Castle Chapel* has its walls, pulpit, and stalls adorned with wood-carving by German masters, restored in 1843. The room is also shown in which Caroline Matilda, Queen of Christian VII., was imprisoned for a time on a charge of undue intimacy with Struensee, the prime minister. The rooms formerly used by the royal family contain numerous but unimportant pictures by Danish painters. — The flat roof of the S.W. Tower (145 steps) commands an extensive **View* of the busy Sound, from the island of Hven as far as Kullen, and of the wooded coast of Zealand.

The *Flag Battery* (to the left of the principal W. entrance) is the 'Platform before the Castle of Elsinore' where Shakspeare makes the ghost in Hamlet appear. Kronborg is also mentioned in Danish traditions. Deep down in its casemates slumbers Holger Danske ('the Dane'), a well-known character in Andersen's tales, who will come forth when his country is in peril.

It was at Helsingør that the Danish government formerly exacted the Sound Dues from all vessels passing through the strait (from 15,000 to 20,000 annually). The levy of these dues was first instituted by the Hanseatic League, assumed as a right by the Danes after the fall of the League, tacitly and afterwards expressly recognised by foreign powers, and at length commuted in 1857 by the nations interested for a total sum of 30,476,325 Danish riks-dollars (nearly 3 1/2 million pounds sterling). The batteries of the castle, however, could not absolutely prevent the passage of vessels without coöperation from the Swedish side, as was twice proved by the British fleet.

On the Swedish coast, opposite Helsingør, lies (3½ M.) *Helsingborg* (p. 274). Steamer 6-8 times daily in 20 min. (fare 50 ø.). The through-carriages for Sweden are taken across in the steamer.

To the N.W. of Kronborg lies (¾ M.) **Marienlyst**, a sea-bathing place. The former royal château stands on the slope of a hill which affords a fine view of Kronborg and Helsingør. A column on the hill is pointed out as Hamlet's tomb! On the beach is the *Bade-Hotel* (R. 2-5, board 4½, doz. baths 4 kr.), with promenades.

Pleasant walk hence along the wooded coast to (4½ M.) **Hellebæk** (*Bade-Hotel;* omnibus to Helsingør, twice daily, 1 kr.), another sea-bathing place. On the opposite Swedish coast the red royal château of *Sofiero* and the coal mines of *Höganäs* (p. 275) are conspicuous. The *Odinshøi*, 1½ M. farther on, also commands a fine view. — The walk may be advantageously continued along the wooded coast viâ (3 M.) **Aalsgaard** (*Aalsgaard's Hotel*, pens. 5 kr.), *Hornbæk* (7 M.; Pens. Friis), and (12 M.) *Nakkehoved*, to (13½ M.) **Gilleleie** (*Bath Hotel*, with garden), a bathing-resort and the largest fishing-village in Zealand (to *Hillerød*, see p. 418).

70. Bornholm.

A Steamer plies daily from *Copenhagen* (Kvæsthusbro) to *Rönne* on the island of Bornholm, either direct (9 hrs.) or viâ *Ystad* (p. 266; 11 hrs.; fare 8½, there and back 13 kr.). From Rönne an omnibus plies in connection to Almindingen-Helligdommen and to Blanch's Hotel.

The Danish island of **Bornholm** (230 sq. M.; 35,000 inhab.) lies 106 M. from Copenhagen and 24 M. to the S.E. of the Swedish mainland (3 hrs. from Ystad, p. 266). It yields the porcelain clay used in the famous manufactories of Copenhagen. The steamer lands at **Rönne** (*Dam's Hotel*, R. 1½, D. 1⅔ kr.), the capital, on the W. coast. From Rönne a drive may be made round the rocky island in 3 days (carr. 15, with two horses 30 kr., and fee). A great attraction is the beech-wood of **Almindingen**, in the middle of the island, 9 M. to the E. of Rönne, with the **Christianshøi Hotel*, the heights of *Jomfrubjerget* (400 ft.) and *Rytterknægten* (530 ft.; view-tower), and the *Ekkodal*. — The best scenery is on the N. coast, with the fine granite **Helligdomsklipper*. Adjacent is the **Hotel Helligdommen* (R. 1½-2, D. 2 kr.), 7½ M. from Almindingen, 14 M. from Rönne, and 6 M. from Hammerhafen. To the W. of the cliffs are the *Amtmands-Sten* (½ hr.) and the *Vandfald* (waterfall). — The most frequented resort is **Blanch's Hotel* (R. 2½, D. 2½, pens. 5 kr.; advisable to order rooms in advance), about 10 M. to the N. of Rönne (omn. in 3 hrs.; carr. 8, with two horses 12 kr.), which commands a charming view. Adjacent is the promontory of *Hammeren* (275 ft.; lighthouse), projecting into the *Senebugt*. A little to the S. are the ruined castle of *Hammershus*, the picturesque *Finnedal*, *St. Jons Kapel*, and other fine points.

71. From Copenhagen to Hamburg, by the Danish Islands and Sleswick.

322 M. RAILWAY the whole way, with the exception of the short ferries to Fünen and Fredericia. Two through-trains daily in 16½ hrs. (36 kr. 5, 21 kr. 65, 14 kr. 40 ø.). — Or the traveller may go by RAILWAY to *Korsør* (69 M., in 2¼ hrs.), thence by STEAMBOAT (twice daily in about 5 hrs.) to *Kiel* (p. 425), and by RAILWAY from Kiel to Hamburg (70 M., in 2¼-3 hrs.; through-service from Copenhagen to Hamburg in 12½ hrs., fares 28 kr. 95, 21 kr. 10, 13 kr. 75 ø.).

FROM COPENHAGEN TO BERLIN the shortest route is now by *Warnemünde* (11¼ hrs.; fares 30 kr. 55, 22 kr. 30, 14 kr. 65 ø.): railway in 4½ hrs. to (75 M.) *Gjedser* (see p. 424), at the S. extremity of the island of *Falster;* steamboat in about 2 hrs. to (30 M.) *Warnemünde;* railway (express in 4½ hrs.) thence to (140 M.) *Berlin.* — STEAMBOATS also ply from Copenhagen to *Lübeck* (daily in 17 hrs.), *Stralsund* (in summer daily viâ Malmö in about 10 hrs.), *Stettin* (4 times weekly in 14½-16 hrs.), etc.

Copenhagen, see p. 391. The scenery traversed by the W. ZEALAND LINE is very pleasant. 2 M. *Frederiksberg* (p. 413); 7½ M. *Glostrup;* 11 M. *Taastrup;* 16 M. *Hedehusene.*

20 M. **Roskilde**, pron. Rōskille (*Jernbane-Hotel*, R. from 1½, D. 2 kr., well spoken of; *Hôtel Prindsen; Rail. Restaurant*, luncheon basket 1 kr.), an old town on the deeply indented fjord of that name, the capital of the kingdom down to 1443 (comp. p. 395), and the residence of the bishop of Zealand down to the Reformation, now contains 6000 inhab. only. It is an important railway centre.

The only relic of its ancient glory is the fine *CATHEDRAL, consecrated in 1084, and restored at subsequent periods, finally in 1868.

The INTERIOR (sacristan, or 'Kirkebetjent', nearly opposite the W. portal; 1-3 pers. 2 kr., 4-10 pers. 4 kr.) contains the tombs of the Danish kings, most of whom, from Harold I. (d. 987) down to Frederick VII. (d. 1863) repose here, the earlier in vaults, the more recent in chapels. Behind the high-altar, Queen Margaret (d. 1412), with a recumbent alabaster statue (1423), and her brother Christopher (d. 1363); Christian V. (d. 1699) and Frederick IV. (d. 1730), with their consorts. In the late-Gothic *Chapel of the Trinity or of the Three Kings (1459-64), on the S. side of the church, are the tombs of Christian I. (d. 1481); Christian III. (d. 1559), by Corn. Floris; and Frederick II. (d. 1588). On the same side, to the E., is the chapel of Frederick V., with the tomb of that king (d. 1766), by Wiedewelt, and the coffins of the kings from Christian VI. (d. 1746) to Frederick VII. (d. 1863). Opposite, on the N. side of the church, is the Chapel of Christian IV., built in the Renaissance style in 1617, recently restored and decorated with frescoes by Eddelin and Marstrand. It contains the handsome sarcophagi of Christian IV. (d. 1648) and of Frederick III. (d. 1730) and his consort (these two in bronze). The late-Gothic choir-stalls are curiously carved with scenes from the Old and New Testaments. The reading-desk should also be noticed. The large carved high-altar-piece dates from the 16th century.

The small gate opposite the N. side of the church leads to grounds which command a pleasing view of the fjord.

FROM ROSKILDE TO GJEDSER (*Warnemünde*), 88 M., railway in 3½ hrs. — 14 M. **Kjøge** (*Bane-Hotel; Hôtel Prindsen*), an ancient town, prettily situated on the *Kjøge Bugt*, where the Danes under Nils Juel gained a great naval victory over the Swedes in 1677, and where Ivar Hvitfeldt blew up his ship in 1710 (p. 404). In the market-place is a statue of Frederick VII., by Bissen.

— Stations: *Thureby*, *Haslev*, *Olstrup*. — 39 M. **Næstved** (*Hôtel Vinhus; Axelhus; *Rail. Restaurant*, luncheon-basket 1 kr.), near fine beech-woods. Branch-line to *Skjelskør* and *Slagelse* (see below). — 48 M. *Lundby*. — 55 M. **Vordingborg** (*Hôt. Valdemar; Jernbane-Hotel*, plain), with 3200 inhab. and a ruined castle. From its little harbour (55½ M.) *Masnedsund* the line crosses an arm of the Belt by a fine bridge to the small island of *Masnedø*, whence a steam-ferry conveys passengers across the Great Belt in 17 min. to (60 M.) **Orehoved**, on the island of *Falster*. To the island of *Møen*, see p. 427. Thence again by railway viâ *Nørre-Alslev*, *Eskildstrup*, and *Tingsted*, to (74 M.) **Nykjøbing** (*Lindtner's Hotel*, R. 2 kr., tolerable), a small port (6100 inhab.) on the *Guldborgsund*, over which a railway-bridge and a carriage-bridge lead to the island of *Laaland*. — Thence we proceed viâ *Veggerløse* and *Fiskebæk* over a flat peninsula to (88 M.) **Gjedser** or *Gjedser Odde*, the southernmost point of the island (steamboat to *Warnemünde*, see p. 423).

FROM ROSKILDE TO AARHUS VIÂ KALLUNDBORG. To *Kallundborg*, 49 M., railway in 1½-2½ hrs. (fares 5 kr. 10, 3 kr. 20, 1 kr. 90 ø.); thence to *Aarhus*, 56 M., steamboat daily in 4½ hrs. (fare 4 kr.). — The chief intermediate stations are (22½ M.) *Holbæk* (Hôt. Isefjord), with 3500 inhab., on a fjord of the same name, and (36 M.) *Jyderup* (Hôt. Skarridsø), near the picturesque *Skarrid-Sø*. — 49 M. **Kallundborg** (*Kallundborg; Postgaarden*), a small seaport with 3200 inhab. and an interesting Romanesque church (12th cent.), built in the shape of a Greek cross, with four octagonal towers and a square tower in the middle. — The steamboat to Aarhus traverses the Kallundborg Fjord, and touches at *Samsø*, in the Great Belt. — *Aarhus*, see p. 429.

26½ M. *Viby*; 31 M. *Borup*; 39½ M. *Ringsted*, with an old Benedictine church. — 49 M. *Sorø* (*Postgaarden), on the lake of that name, surrounded by woods; the Cistercian church here (12th cent.) contains the tombs of L. Holberg (p. 396) and of three Danish kings.

Farther on the scenery is uninteresting. 58 M. *Slagelse*. — 69 M. **Korsør** (*Hôtel Korsør; Hôtel Store Belt; Rail. Restaurant*), a town with 4000 inhab., is the starting-point of the large steam-ferry (good restaurant, luncheon 1½ kr.) which departs ½ hr. after the arrival of the train and crosses the *Great Belt* (14 M. wide) in about 1¼ hr. to **Nyborg** (*Postgaard*), a town and harbour on the island of **Fünen** (Dan. *Fyen*); with 6000 inhab., remains of an old palace, and a Gothic church.

The Fünen Line proceeds by *Ullerslev*, *Langeskov*, and *Marslev* to (19 M.) **Odense** (*Grand Hôtel*, new; **Brockmann's Hotel*), the capital of the island, with 30,900 inhab., the birthplace of *Hans Christian Andersen* (1805-75), whose house on the Klingenberg is marked by a tablet. The *Cathedral of St. Knud*, erected in 1086-1301, contains monuments of the kings John and Christian II. The *Frue-Kirke* has a carved reredos by Claus Berg of Lübeck (beginning of 16th cent.). The *Slot* and the *Museum* (Skole-Gade; 50 ø.) contain Northern antiquities. Statue of *Frederick VII.*, by Bissen.

From Odense to *Svendborg* and the *Danish Islands*, see R. 72.

The following stations are: *Holmstrup*, *Tommerup*, *Skalbjerg*, *Bred*, *Aarup*, *Gjelsted*, *Eiby*, *Nørre-Aaby*, and (52 M.) *Strib*, at the N.W. extremity of the island, near the sea-bathing place of *Middelfart*. Passengers cross the *Little Belt* (6 M.) in 15-20 min. by a steam-ferry to —

Fredericia *(Victoria Hotel; Rail. Restaurant)*, a town with 10,000 inhab., formerly fortified. An interesting bronze statue of a soldier here commemorates the victory of the Danes over the Sleswick-Holstein besiegers in 1849.

The Flensburg line proceeds in a S.W. direction, affording occasional glimpses of the Little Belt. 5 M. *Taulov;* 8 M. *Eltang.*

12 M. **Kolding** *(*Hôt. Kolding*, R. from 2 kr.; *Thomsen's Hotel)*, on the *Kolding Fjord*, with 10,000 inhab. and the imposing ruins of the castle of *Koldinghus*, founded in 1248, greatly enlarged in the 16-17th cent., but destroyed by fire in 1808. To the N. of the town are the *Tivoli* (restaurant) and (1/4 hr.) the grove of *Marienlyst;* to the S. is the *Steilebjerg*, with view.

A pleasant excursion (1 day; carriage for 1-4 pers. 8-12 kr.) may be made from Kolding to the S.E. to (8 1/2 M.) **Skamlingsbanken** (370 ft.; *Restaurant*), with a beautiful view of the Little Belt, the island of Fünen, several other small islands, and the surrounding country. An obelisk (52 ft. high), erected in 1863, commemorates the Danish agitation for preserving the Danish language in Sleswick.

20 M. *Lunderskov* (branch-line to the W., straight across Jutland, to *Esbjerg* and *Struer*, see p. 432).

23 1/2 M. **Vamdrup**, the Danish frontier-station. (In the reverse direction luggage booked for Copenhagen is not examined till the capital is reached.)

36 M. **Woyens**, the first German station (luggage examined). Branch-line in 35 min. to (7 1/2 M.) *Hadersleben.* — From (50 M.) *Rothenkrug* another branch-line runs to (4 M.) *Apenrade.* — 59 M. *Tingleff* (branch-line to *Tondern*, for the island of Sylt).

70 M. **Flensburg** *(Hôtel Flensburg; Bahnhofs-Hotel; Central Hotel)*, a thriving town with 41,000 inhab., beautifully situated on rising ground at the S. end of the deeply indented *Flensburg Fjord.* Fine view from the *Bellevue*, a café on the hill to the W., near the wind-mills. The *Old Cemetery*, prettily situated on the same height, contains a marble sphinx by Thorvaldsen.

87 M. *Jübek*, the junction for *Husum* and *Tönning.*

94 1/2 M. **Schleswig** *(Stadt Hamburg, Raven's Hotel*, in the Altstadt; *Railway Hotel)*, an ancient town with 17,300 inhab., consists of a single street, 3 1/2 M. in length, extending round the W. end of the fjord called the *Schlei.* Not far from the station is the old ducal *Schloss Gottorp*, now a barrack. The *Dom* in the Altstadt contains a fine reredos in carved oak by Hans Brüggemann (1524).

109 M. *Rendsburg*, a town with 13,700 inhabitants. We cross the new *North Sea & Baltic Canal.* — 130 1/2 M. *Neumünster* is the junction for *Kiel* (19 1/2 M., in 35-45 min.). — 157 M. *Elmshorn.*

177 M. **Altona** *(Königlicher Hof, Bahnhofs-Hotel, Sonne*, all at the station), a thriving commercial and manufacturing town with 150,000 inhab., on the N. bank of the *Elbe.*

181 M. **Hamburg** *(Berlin Station; Hamburger Hof, Hôt. de l'Europe, Streit's Hotel*, etc.), see *Baedeker's Northern Germany.*

72. From Odense to Svendborg, Langeland, Laaland, Falster, and Møen.

From Odense to *Svendborg*, 29 M., Railway in 1½-2 hrs. (fares 2 kr. 90, 1 kr. 80, 1 kr. 10 ø.).

Odense, see p. 424. — The railway runs to the S. viâ (2½ M.) *Fruens Bøge*, (3 M.) *Hjallese*, (6 M.) *Høiby*, (8½ M.) *Aarslev*, and (10 M.) *Pederstrup*. — 13 M. **Ringe** *(Gæstgiveri)*, the junction of a branch-line to *Nyborg* (p. 424).

From Ringe to Faaborg, 18 M., railway in 1¼ hr. (fares 2 kr., 1 kr. 25, 75 ø.). Several small stations. — 18 M. **Faaborg** *(Hôtel Rasmussen)*, with 3700 inhab., is picturesquely situated on the *Faaborg Fjord*.

16 M. *Rudme;* 18 M. *Kværndrup;* 21 M. *Stenstrup;* 26 M. *Sørup*. — 29 M. **Svendborg** (**Vandall's Hotel*, *Hôtel Svendborg*, R. & L. 1½-2 kr.), with 8700 inhab., is beautifully situated on the *Svendborg Sund*. Immediately to the N. of the town is the *Ovinehøi*, commanding a fine view. A little farther distant is the ruined castle of *Ørkil*.

The most attractive excursion from Svendborg is that to the island of **Taasinge** (ferry or steamer). The ferry crosses the sound to *Vindeby*, whence we walk to the high-lying (245 ft.) *Bregninge Kirke* (splendid view from the tower; key from the schoolmaster). About 1¾ M. to the E. is *Valdemars Slot*, dating from the 17th cent. (visitors admitted); and ½ M. farther to the N., opposite the island of Thorø, is the pretty fishing-hamlet of *Troense* (Jørgensen's Restaurant; Troensegaard's Restaurant). — About 1¾ M. to the E. of Svendborg (along the coast) lies the sea-bathing resort of **Christiansminde** *(Bath Establishment* and *Bath Pension*, pens. at both, 4-5 kr.), ¼ M. beyond which is *Gammel Hestehave*, with large orchards and manufactures of wine from fruits. — Troense, Christiansminde, and Gammel Hestehave are all visited by the steamers.

From Svendborg viâ Langeland to Masnedsund.

From Svendborg to *Rudkjøbing*, 12 M., Steamboat in 1¼ hr. (fare 1 kr. 10 ø.). From Rudkjøbing to *Spodsbjerg*, 5½ M., Diligence (75 ø.); thence to (16 M.) *Nakskov*, Steamboat in 1¾ hr. (fares 2 kr. 25, 1 kr. 85, 1 kr. 50 ø.). From Nakskov to *Masnedsund*, 49 M., Railway in 3¼-4 hrs.

The steamer steers between Taasinge and Thorø, on the right, and Fünen, on the left, to the long island of *Langeland*. **Rudkjøbing** *(Hôtel Langeland)*, the only town on the island, with 3500 inhab., was the birthplace of *H. C. Ørsted* (1777-1851), discoverer of electro-magnetism (comp. p. 411). — About 8 M. to the N. is the stately castle of *Tranekjær*, mentioned as early as the 13th cent., now the property of Count Ahlefeldt. — The steamer also calls at *Lohals*, at the N. extremity of the island.

From Rudkjøbing the road runs to the E., across the broadest part of the fertile island, to *Spodsbjerg*, whence another steamer crosses the *Langelands Belt* and the *Nakskov Fjord* in 1¾ hr. to the island of *Laaland* (or *Lolland*). **Nakskov** *(Hôtel Skandinavien)*, where we land, is a town of 6700 inhab., with a large sugar-factory, the tower of which commands a fine view (apply to the manager). Near the harbour begins the dyke, erected after the great inundation

of 1872 to protect the W. and S. coasts of Laaland, along which it extends to beyond Rødby, a distance of about 25 M. — About 3/4 M. to the N. of Nakskov is the pleasure-resort of *Svinglen*, with a restaurant.

A pleasant drive (5 hrs.; carr. 10 kr.) may be taken to the N.E. viâ *Sœbyholm* and *Juellinge* to (8 M.) *Pederstrup*, the imposing château of Count Reventlow.

From Nakskov to Masnedsund, railway (see p. 426). — The district traversed is fertile, with fields divided by hedges ('knicke'). — 5 1/2 M. *Søttested*; 10 1/2 M. *Ryde*. — 15 1/2 M. **Maribo** *(Hôtel Gœstgivergaarden; Raitway Restaurant)*, a town with 2500 inhab. and a handsome Gothic church (14th cent.), occupies a pleasant site on the *Maribo-Sø*. Near the station is a *Museum*. — Branch-lines run hence, to the S. to *Rødby*, and to the N. to *Bandholm*, whence a visit may be paid to *Knuthenborg*, an aristocratic mansion with a fine park.

21 M. *Saxkjøbing* (Thorup's Hotel) is a small town with 1500 inhabitants. Beyond (26 M.) *Grænge* a bridge, 690 yds. long, crosses the *Guldborgsund* to (31 M.) **Nykjøbing** (p. 424), the capital (6100 inhab.) of the island of *Falster*.

A pleasant excursion may be taken hence (diligence twice daily in 1 3/4 hr.; 1 kr. 35 ø.) to (10 1/2 M.) *Nysted* (Petersen's Hotel, unpretending), 1/4 M. from which is Count Raben-Levetzau's château of *Aalholm*, perhaps the oldest building in Denmark. Its tower affords a splendid view; and in the park are some rare trees. — The model-farm of *Ourupgaard* lies 3 1/2 M. to the E. of Nykjøbing.

From Nykjøbing to *Masnedsund*, see p. 424.

Møen.

From Masnedsund to *Stege*, 18 1/2 M., Steamboat daily in 2 hrs. (good restaurant on board). A steamer also plies from Copenhagen in 6 hrs. — From Stege to *Liselund* (Møensklint), 10 M., Carriage in 2 hrs. (1-4 pers. 7 kr. 5 ø.; from the postmaster). — A visit to the island of *Møen* is very attractive. The W. half is flat and uninteresting, but the E. half, known as *Klint*, is rocky, with chalk cliffs rising sheer from the sea. The white and often fantastic cliffs, with their verdant ravines, unite with the blue sea to produce a scene of great beauty.

Masnedsund, see p. 424. — The steamboat skirts the wooded islands of Zealand, on the left, and Falster and Bogø, on the right, and coasts along *Møen* to (18 1/2 M.) **Stege** *(Baden's Hotel)*, the only town (2000 inhab.) on the island, with remains of its old castle and walls. Stege is situated on the more northerly of the two peninsulas that separate the bay of *Noret* from the Great Belt.

The road to Liselund leads to the E., through a monotonous district, to the (7 M.) village of *Borre*, with its little Romanesque church of the 12th century. Borre was at one time a seaport, but the rising of the ground has converted the bay on which it stood into the marshy Borre-Sø. — About 2 1/2 M. farther on is Baron Rosenkrantz's estate of *Lisetund*, with a modest but good restaurant (pens. 5 kr.) at the farm-house. A path leading through the garden of the farm

and then through a ravine brings us to the *Lille Klint* ('little cliff'), with a small chapel built on the model of Tell's Chapel on the Lake of Lucerne (fine view). Thence we follow the top of the cliffs to the S., passing a number of steep and curiously shaped rocks separated by wooded ravines known as *Fald*, and reach the *Store Klint* ('great cliff'), which includes the *Taler* ('speaker'; 335 ft.) and the *Hylledalsklint* (420 ft.). To our right, inland, rises the (1/2 M.) *Aborrebjerg* (465 ft.), the highest point in the island (fine view). We continue to skirt the coast to the S., passing the wide ravine of *Maglevandsfaldet* (Store Knud's Inn), the *Sommerspir* ('summer peak'), and the *Steilebjerg*, a cliff on the S. edge of the woods. Returning to Knud's Inn, we may (in favourable weather) row thence back to Liselund.

73. From Fredericia to Frederikshavn. Jutland.

209 M. Railway in 8 1/4 hrs. (fares 12 kr., 7 kr. 50, 4 kr. 50 ø.). Best views to the right.

Fredericia, see p. 425. — Beyond (8 M.) *Børkop* we enjoy, to the right, a fine view of the *Veile Fjord*, among the woods at the W. end of which is (16 1/2 M.) **Veile** (**Hôtel Royal*, R. & L. 2 kr. 35 ø.; *Hôt. Veile)*, a little town of 9000 inhab., frequently mentioned in the wars of 1848, 1849, and 1864.

Steamers ply hence to *Munkebjerg*, *Tirsbæk*, etc., on the *Veile Fjord*. Pleasant walk to the (3 M.) *Skrædderbakken* (inn) in the *Greisdal*.

The train skirts the N. bank of the fjord viâ (23 1/2 M.) *Daugaard* and (29 M.) *Løsning* to (37 M.) **Horsens** (**Jørgensen's Hotel; Skandinavie)*, on the *Horsens Fjord*, an ancient town with 17,300 inhabitants. The *Vor-Frelsers-Kirke* contains a carved pulpit of 1663-70; and the disused *Convent Church* old tombstones of the 17-18th centuries. — Branch-lines run hence to (17 1/2 M.) *Tætting* and (18 1/2 M.) *Juelsminde*. — 43 M. *Tvingstrup;* 45 1/2 M. *Hovedgaard*.

55 M. **Skanderborg** (*Phønix*, well spoken of; *Skandinavie)*, a little town of 2400 inhab., is picturesquely situated on an isthmus between two lakes (boats for hire). Fine view from the church tower. The *Dyrehave* or Deer Park lies 1/2 M. to the W. of the town.

From Skanderborg to Silkeborg, 19 1/2 M., railway in 1 hr. (fares 2 kr., 1 kr. 25, 75 ø.). This line goes on to *Hernìng* and *Skjern* (p. 432). — Beyond (3 M.) *Alken*, on the *Mossø*, the line traverses a pleasant undulating country, varied by woods, moors, and lakes. — 7 1/2 M. *Ry*, on the *Lille-Sø*. From (10 1/2 M.) *Laven* (inn, at the station), a steamboat (40 ø., return-fare 70 ø.) crosses the *Jul-Sø*, from the other side of which (Hôtel Julsø) the Himmelbjerg (p. 429) may be ascended in 20-25 minutes.

19 1/2 M. **Silkeborg** (**Silkeborg; Dania; Skandinavie)*, with 4400 inhab., a town dating only from 1844, is situated at the influx of the *Gudenaa* into the *Lang-Sø*, one of the most picturesque points in Denmark. An excursion on the river (attractive) is most conveniently made in one of the small boats propelled by paddle-wheels worked by hand (12 kr. per day; the boatman acts also as guide). A steamboat also plies several times daily to the Himmelbjerg (1 kr., return-fare 1 1/2 kr.; to Laven, see above). Among the various points of interest in the vicinity the finest are: in the Nør-

reskov, to the S.E., the *Ulbehoved* (240 ft.) and *Lovisehøi* (240 ft.), and, in the Ry-Nørreskov, the *Himmelbjerg* (515 ft.; *Hôtel Himmelbjerget, moderate; belvedere in the vicinity, 25 ø.); in the Sønderskov, to the S., the *Caroline-Amalieshøi* (213 ft.) and *Aasen* (288 ft.); in the Vesterskov, to the S.W., *Krogh's Bank* on the *Alminde-Sø* (carr. 8 kr.), and farther off, *Frederik den Syvendes Høi* (367 ft.) and *Frederikkehøi* (360 ft.).

Beyond (59½ M.) *Hørning* the *Stilling-Sø* appears on the right. — 62½ M. *Hasselager.*

68 M. **Aarhus** (**Hôtel Royal*, R. & L. 2½, B. ¾ kr.; *Skandinavie; Central Hotel*, R., L., & A. 1½ kr., well spoken of; *Hôtel Cimbria*, tramway to the cathedral 10 ø.; cab 65 ø., per hr. 1 kr. 35 ø.), an ancient town with 33,300 inhab. and a large harbour, on a fjord of the same name, is the junction for the railway to Grenaa. The *Cathedral*, founded in 1201 and frequently restored, has a tower 295 ft. in height; the interior is shown on week-days 10.30-11.30 free, on Sun. 12.30-1.30, 25 ø., at other times 2 kr. (sacristan, Meil-Gade 55). The *Museum*, in the E. part of the town, containing casts, paintings, and antiquities, is open free on Sat. & Sun., 12-2 (in winter 12-3); at other times on application (1-2 pers. 1 kr.). — A pleasant drive may be taken through the Marselisborg woods to *Ørnereden* ('eagle's nest'), with fine views (carriage and pair 8 kr., from *Dyhr* at the Hôtel Royal).

From Aarhus to Ryomgaard, 24½ M., branch-railway in 1½-2 hrs. — 1¼ M. *Risskov* (Restaurants Salon, Ferdinandsplads, Pavillon), on the coast, backed by beautiful woods. Then: *Lystrup*, *Hjortshøi*, *Løgten*, *Hornslet*. — 18 M. *Mørke*, whence an attractive road leads viâ *Rønde* to the ruins of the castle of *Kalø*, where Gustavus Vasa was confined in 1518-19. — 24½ M. *Ryomgaard* is the junction for the line from Randers to Grenaa (see below).

From Aarhus to Hou, 22½ M., railway in about 1¾ hr. (fares 2 kr. 45, 1 kr. 50 ø.).

72½ M. *Brabrand.* On the W. bank of the *Brabrand-Sø* lies the estate of *Constantinsborg*. — 77 M. *Mundelstrup;* 83½ M. *Hinnerup.* To the W. stretch the forests of Count Friis. — 89 M. *Hadsteen;* in the woods to the left is the château of *Faurskov.* To the left, at (92 M.) *Lerberg*, is the château of *Bistrup.* — 94 M. *Laurberg.*

To the S. lies the well-wooded principality of **Friisenborg**, belonging to Count Friis, whose château of *Friisenborg*, in the style of Christian IV. (p. 405), lies 10 M. to the S.E., with a large park (visitors admitted). Also to the S.E. of Laurberg are (1¾ M.) *Houlbjerg*, (5 M.) *Haururn*, and (7½ M.) *Friisendal.* From *Hammel* (Inn), 20 M. to the S.E., a diligence plies to *Hinnerup* (see above; 1½ hr.; 1 kr. 5 ø.).

We cross the *Gudenaa*, the largest river in Jutland, by an iron bridge (blown up in 1864), and reach (97 M.) **Langaa** *(Rail. Restaurant)*, junction of the W. Jutland railway to Viborg (see p. 432).

105 M. **Randers** *(*Hôtel Randers; Rail. Restaurant)*, on the broad Gudenaa, has 16,600 inhabitants. The Gothic *St. Martens-Kirke* (14-15th cent.; lately restored) contains some good wood-carving of the 17th century. The large *Scandia Carriage Factory* may be visited on application. Branch-railways run hence to *Grenaa* and *Hadsund.* — 114½ M. *Faarup;* 118½ M. *Onsild.* — 124½ M. **Hobro** *(Hôtel*

Iversen; Møller), with 2300 inhab., lies at the W. end of the pretty *Mariager Fjord.*

About 7 M. to the W. lies **Mariager** (*Hôtel Jensen*), with 800 inhab., to which a steamboat plies in 1 hr. (fare 50 ø.). The church and the adjoining building are relics of an old convent. The *Hohøi* (360 ft.), 1 M. to the S., commands a fine view.

134 M. *Arden.* The railway runs through fine woods. 138½ M. *Skjørping;* 143½ M. *Støvring;* 146 M. *Ellidshøi;* 149 M. *Svendstrup.*

155 M. **Aalborg** (**Phønix*, R. & L. 2¼, B. ¾ kr.; *Baier's Hotel; Hôtel du Nord; Rail. Restaurant*), one of the oldest towns in the country (19,500 inhab.), is situated on the *Limfjord*, which connects the North Sea and the Kattegat. The town, which is intersected by five 'Aaer' or streamlets (numerous bridges), contains some picturesque old houses in the Renaissance style of the 17th century. The *Budolphi-Kirke*, though dating from the 14th cent., was practically rebuilt in 1759-79; the *Frue-Kirke* (restored in 1869) is older but was injured by fire in 1894. Parts of the *Hospital* date from the 15th century. The *Museum*, containing paintings, antiquities, and casts, is open free on Sat., 12-2, and Sun. and holidays, 2-4; at other times adm. 50 ø. (catalogue 25 ø.).

From Aalborg to *Thisted* and viâ Viborg to *Langaa*, see R. 74.

The Limfjord is now crossed by a pontoon-bridge and by an iron railway-bridge (330 yds. long; 16 ft. broad), opened in 1879 at a cost of 3,000,000 kr. On the N. bank, opposite Aalborg, lies (156 M.) *Nørresundby.*

To the left of (166 M.) *Sulsted* stretches the extensive *Vildmose*, where curious mirage-effects are frequently observed in summer. 173 M. *Brønderslev;* 179 M. *Vraa.* — 186½ M. **Hjørring** (*Kyppers Hotel; Skandinavie*), an old town (6000 inhab.), 7½ M. to the W. of which is **Lønstrup* (Linnemann's Inn), a sea-bathing resort on the Kattegat (diligence daily, except Sun.). About 1¾ M. to the S. of Lønstrup rises the *Rubjerg Knude* (242 ft.; wide view). — 189½ M. *Sindal;* 193½ M. *Kvissel.*

209 M. **Frederikshavn** (*Dania*, at the harbour, D. 2¾ kr.; *Hoffmann's*, in the town, D. 2 kr.; *Casino Restaurant*, at the station), a small seaport with 5000 inhab., was known as *Fladstrand* until 1818. Pleasant walk on the N. pier (bathing-establishment).

About 2½ M. to the W. of Frederikshavn is the church of *Flade* (fine view), embosomed in woods. — A diligence (railway in progress) plies twice daily to the S. to (8 M.) *Sæby* (Hôtel Harmonien, with fair restaurant), a little town with mineral springs and sea-baths. Adjoining it on the W. is the beautiful *Sæbygaards Wood* (restaurant).

From Frederikshavn to Gotenburg steamboat in summer daily in 4½-5 hrs. across the *Kattegat*, where the sea is generally apt to be rough (see p. 274). The approach to Gotenburg through the *Skårgård* is very pleasant (comp. pp. 274, 84). — Steamboats also ply from Frederikshavn to *Christiania* (once weekly in 21 hrs.; 20 kr., 14 kr.) and to *Christiansand* (thrice weekly in 10-11 hrs.; 14 kr., 8 kr.).

Excursion to Skagen.

25 M. Railway in about 1¾ hr. (fares 2 kr. 50, 1 kr. 50 ø.).

The railway leads through a moor near the coast, passing a few country seats. Stations: 5 M. *Rimmen;* 8 M. *Jerup;* 12½ M. *Aalbæk* (unpretending inn), a fishing-hamlet. Thence it runs among the dunes viâ (15 M.) *Bunken*, (17½ M.) *Hulsig*, and (22 M.) *Høgen*, to —

25 M. **Skagen** (*Nye Hotel; Bryndum's Hotel & Pension*, both unpretending), the chief fishing-port of Denmark (2300 inhab.), stretching among the sand-hills that border the Kattegat. The former house of the 'Byfoged', or town-bailiff, is adorned with the name-boards of wrecked vessels. About 1½ M. to the N. is the new *Lighthouse*, 145 ft. high, to which visitors are admitted on application to the 'Fyrmester' between 10 a.m. and one hour before dusk (50 ø. to the light-keeper acting as guide, who speaks English). From the top, which commands a wide view, the line of foam marking the meeting of the North Sea and the Baltic may be discerned. The lighthouse lies about ¾ M. from *Grenen*, the N. extremity of Denmark (57° 45' N. lat.). About 4½ M. to the E. is a lightship.

The old ruined church of Skagen (key at the lighthouse) lies half-buried in the sand. — The return to Aalbæk (carriage, bargain necessary) may be made along the coast of the North Sea, viâ (2½ M.) *Høien* or *Gammel Skagen*, at the beginning of the dreaded 'Iron Coast', marked by wreckage and the surf above the triple reef that runs parallel with the shore, and (7 M.) *Kandestederne* (pron. Kannestērne). Here we turn inland and cross the sand-drifts (guide-posts) viâ the *Raabjerger Miler* and *Kirke* to (15 M.) Aalbæk (see above).

74. From Aalborg on the Limfjord to Thisted and viâ Viborg to Langaa.

Steamer from Aalborg to *Thisted* in 5-7 hrs. (fares 5, 3 kr.). — From Thisted to *Langaa*, 117 M., Railway in 8-9 hrs. (fares 5 kr. 50, 3 kr. 25 ø.; no first class).

Aalborg, see p. 430. — The vessel steams to the W. through the **Limfjord** (100 M. long; average depth only 6-12 ft.), which cuts off the N. part of Jutland, known as *Vendsyssel*. Beyond the islands of *Gjølland* and *Øland* (on the right) we enter the narrow *Aggersund*, but beyond *Løgstør* the fjord again expands. We then pass through the *Feggesund*, with the peninsula of *Hannæs* on the right and the narrow isthmus of *Feggeklit* on the left, and enter the *Thisted Bredning*, on the N. bay of which is the picturesquely-situated **Thisted** *(Hôtel Royal; Hôtel Aalborg)*, a small trading-town with 5400 inhabitants.

A road (diligence daily) leads to the N.W. from Thisted, between *Vester Vandet* and the *Norssø*, to (10½ M.) the sea-baths of *Klitmøller* (Bath Hotel, fair), whence a visit may be paid to the (7 M.) great lighthouse of *Hanstholm* (fee 50 ø.; splendid view).

The Railway to Viborg traverses the W. part of the district of Thisted. — At (4½ M. from Thisted) *Sjørring* are the ruins of a castle, close to the line, on the right. To the right, beyond (9½ M.) *Snedsted* and (12½ M.) *Hørdum*, lies the long and narrow *Ovesø*. — 17½ M. *Bedsted;* 22 M. *Hurup*. Beyond (24½ M.) *Ydby* the line runs along the narrow isthmus between the *Nissum Bredning* (on the right) and the *Skibsted Fjord* (on the left) to (29½ M.) *Lyngs*. In the distance to the W. is the narrow *Thybo Røn Canal*, the W. opening of the Limfjord. 32 M. *Hvidbjerg;* 35½ M. *Uglev*. From (38 M.) *Odde-*

sund Nord a steam-ferry crosses the *Ottensund* or *Oddesund* (1½ M. broad), said to be named after the Emperor Otho the Great, who advanced to this N. point and hurled his spear into the sea. To the left is the island of *Venø*. — 46 M. *Oddesund Syd;* 47½ M. *Humlum.*

52½ M. **Struer** *(Schou's Hotel; Rail. Restaurant)*, a small place (2300 inhab.) on the Limfjord.

From Struer to Lunderskov, 125 M., railway in about 10½ hrs. (fares 9 kr. 25, 5 kr. 75, 3 kr. 50 ø.), skirting the W. coast of Jutland. — Principal stations: 9½ M. *Holstebro;* 21½ M. *Vemb* (branch-line to *Lemvig*); 39½ M. *Ringkjøbing*, near the sea-baths of *Søndervig*. — 54½ M. **Skjern**, junction for Silkeborg (p. 428) and Aarhus (p. 429); 80 M. *Varde*. — 88 M. **Esbjerg** *(Hôt. Spangsberg; Hôt. Royal)*, a thriving town of 10,000 inhab., is, next to Copenhagen, the most important seaport for the Danish export-trade to Germany, England, etc. Steamboats several times weekly to Harwich and Grimsby (see p. xiii). [A steamer plies 3-5 times daily from Esbjerg to (½ hr.; fare 80, 50 ø.) the island of **Fanø**, visited as a bathing-resort. On the E. coast of the island lies the clean little village of *Nordby* (Hôt. Nordby; Færgegaarden; Krogaarden); on the W. coast, 1½ M. from Nordby, is *Fanø Nordsøbad*, with a large new Curhaus (R., L., & A. 2½-6, déj. 2, D. 3, board 5 kr.; bath 60 ø.; visitors' tax 12 kr. for 1 pers., 5 kr. for each addit. pers.) and several pretty villas let to sea-bathers in summer.] — 102 M. *Bramminge*, junction for *Hvidding* viâ *Ribe*, an old episcopal town, with a Romanesque cathedral of the 12th century. — 125 M. *Lunderskov*, see p. 425.

The train now skirts the S. bank of the Limfjord. 61½ M. *Vinderup*. From (74 M.) *Skive* (Hôt. Gluds; 2500 inhab.) a branch line runs viâ *Hyngore* to *Nykjøbing* on the island of *Mors*.

We next traverse a barren and monotonous region viâ *Høislev*, *Stoholm*, and *Sparkjer*, to (92 M.) **Viborg** *(Preisler's; Railway Hotel)*, an ancient town with 8400 inhab., picturesquely situated on the *Viborg-Sø*. The Romanesque **Cathedral*, dating from the 12th cent., and restored in 1863-76, is built of light-coloured granite. It contains the relics of King Eric Glipping, murdered in 1286. The *Borgevold Park* (restaurant; boats) occupies the site of the ancient castle.

A pleasant excursion may be made hence to (4½ M.) *Hald*, a country seat on the charming *Hald-Sø* (visitors admitted to the park on application); and thence by an avenue on the left to the ruin of *Hald*. A pretty walk leads along the bank of the lake to the S.W., viâ *Bækkelund* (inn), to *Dollerup*, with a factory for worsted goods. The hills command fine views.

95½ M. *Rindsholm*, on a lake. From (100 M.) *Rødkjersbro* a diligence plies daily to Silkeborg (p. 428) in 3½ hrs. (2 kr. 10 ø.). — 107 M. *Bjerringbro;* 112½ M. *Ulstrup*. — 117 M. *Langaa*, see p. 429.

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The Swedish *ä*, the Norwegian *æ*, and the Swedish *å* are placed here immediately after the letter a, and the Swedish *ö* and the Norwegian *ø* after the letter o. But observe that in the Swedish and Danish or Norwegian dictionaries these diphthongs come at the end of the alphabet.

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Sketch

of

Norwegian and Swedish

Grammar,

with

Dialogues and Vocabulary.

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I. Language of Norway (and Denmark).

The Gothic tribes of Aryan or Indo-European origin who settled in Scandinavia, probably about the beginning of the Christian era, if not earlier, appear all to have spoken a common language called the *Norræna Mál*, afterwards known as the *Dönsk Tunga*, the history of which is not distinctly traceable farther back than the 9th or 10th century. That language, now known as Icelandic, or the Old Northern Tongue, and called by the Norwegians *Old Norsk*, was carried to Iceland by the Norwegians who settled there in the 9th century, and it has there been preserved in its original purity and vigour down to the present day, while on the mainland it gradually underwent modification and split into several distinct dialects, of which modern Swedish and modern Danish are now the most important. The history of the language of Norway between the colonisation of Iceland and the incorporation of Norway with the kingdom of Denmark towards the end of the 14th century is involved in obscurity, but the dialects spoken in different parts of the country probably continued closely akin to the primitive 'Old-Norsk'. In Denmark the original 'Dönsk Tunga' had meanwhile undergone considerable alteration, as is shown by the *Skaanske Lov* and the *Sjællandske Lov*, promulgated in 1162 and 1171 respectively, the gutturals and other consonants having been somewhat modified and softened, and the inflections simplified. From the year 1387, when Queen Margaret, the 'Northern Semiramis', was crowned queen of Norway, dates the introduction of the Danish language into the sister country. Between that date and the year 1814, when Norway was severed from Denmark and united with Sweden, the Norwegians had enjoyed a considerable degree of political independence, but their ancient language was gradually superseded by that of the dominant race, which was used by the government officials and adopted by the upper classes generally, although a number of dialects descended from the 'Old-Norsk' speech continued to be spoken in the remoter districts, chiefly by the uneducated classes. At the present day, therefore, the language of the country is Danish, although the natives prefer to call it 'Norsk'; but it is pronounced with greater vigour and distinctness than by the Danes themselves, and it is enriched with a considerable number of words derived from the old provincial dialects, which greatly enhance its interest. Like other languages of the Teutonic stock, Danish has admitted many Romanic and other foreign words to the rights of citizenship, such as *gĕnĕre sig* (se gêner), *Kandidāt* (candidate), *Kontŏr* (comptoir), *Kritĭk* (critique),

Kvartér (quarter), *Præst* (presbyter); but some of these have been introduced more from fashiou than necessity, and words of purely native growth are to be found in every branch of art and scieuce. The following lines by Norwegian poets may be quoted here as a specimen of the modern language commou to Norway and Denmark: —

'Min norske Vinter er saa vakker:
De hvide snebedækte Bakker
Og grønne Gran med pudret Haar
Og trofast Is paa dybe Vande
Og Engledragt paa nøgne Strande
Jeg bytter neppe mod en Vaar'.
J. N. Brun.

Literal translation:
My Norwegian winter is so beautiful: the white, snow-clad hills, and green pines with powdered hair, and stedfast ice on deep lakes, and angel-garb on barren shores, I would hardly exchange for spring.

'Ja! herligt er mit Fødeland,
Den gamle klippefaste Norge,
Med Sommerdal og Vinterborge,
Der evig trodser Tidens Tand.
Om Kloden rokkes end, dets Fjelde
Skal Stormen dog ej kunne fælde'.
S. O. Wolff.

Literal translation:
Yes! glorious is my native land, the ancient cliff-bound Norway, with summer valley and winter fastness, which ever defies the tooth of time. Even if the globe be shaken, the storm shall be unable to overthrow its mountains.

A knowledge of the language of the country will conduce materially to the traveller's comfort and enjoyment. English is spoken at the principal resorts of travellers and by the captains of most of the steamboats, but on the less frequented routes and particularly at the small country-stations the native tongue alone is understood. The traveller should, therefore, endeavour to learn some of the most useful and everyday phrases which he is likely to require on his journey. Those who are already acquainted with German or Dutch will find the language exceedingly easy and interesting, as the great majority of the words of which each of these languages consists are derived from the same Gothic stock as Danish. A still higher vantage-ground is possessed by those who have studied Icelandic, or even the kindred Anglo-Saxon, the former being the direct ancestor of the language of Norway. Those, on the other hand, who are tolerably proficient in Swedish, will understand and be understood with little difficulty in Norway, though less readily in Denmark. Conversely, the traveller who has learned Danish with the Norwegian accent will generally find it intelligible to Swedes, and will himself understand Swedish fairly well; but Danish acquired in Denmark will be found somewhat unsatisfactory in Sweden.

The traveller who takes an interest in the language, which throws light on many English words, and particularly on English and Scottish provincialisms, should be provided with both an English-Danish (*Rosing's*, 3rd edit.; Copenhagen, 1869) and Danish-English dictionary (*Ferrall & Repp's*, 3rd edit.; Copenhageu, 1867), and with *Ivar Aasen's* copious aud instructive 'Norsk Ordbog' (2nd edit.; Christiania, 1873). Rask's Grammar, Frädersdorff's Practical Introduction, and Bojesen's Guide are also recommended to the notice of students of Danish. For the use of ordinary travellers,

however, the following outline of the grammar and the vocabularies, though necessarily brief and imperfect, will probably suffice.

Pronunciation. The CONSONANTS and their pronunciation are nearly all the same as in English; but *f* at the end of a word is pronounced like *v*; *g* before *e* and *i* and at the end of a syllable is often pronounced like the consonantal *y*; *j* is pronounced like the consonant *y*; *k* before *e*, *i*, *j*, *y*, *æ*, and *ø* is (in Norway) pronounced like the English *t* followed by the consonant *y*, or nearly like the English *ch*; *sk* before the same vowels is (in Norway) pronounced like the English *sh*; while *c* (like *s* before *e*, *i*, *y*, *æ*, and *ø*, and like *k* before *a*, o, *u*, and *aa*), *q*, *x*, and *z* are used in words of foreign origin only. The chief irregularities are that *d* at the end or in the middle of a word is generally mute, as *Fladbrød* (pron. Flābrø̄), *sidst* (pron. sīst), *kalde* (pron. kălle), *hende* (pron. hĕnne); *g* at the end of a syllable is often inaudible, as *deilig* (pron. dȳlĭ), *farlig* (pron. fārlĭ), while *eg* is softened to *ei*, as *jeg* (pron. jȳ), *egen* (pron. ȳĕn), and, in conversation, *mig*, *dig*, *sig* are corrupted to mȳ, dȳ, sȳ; lastly, in *det* (it), the *t* is usually mute (pron. dĕ), and *de* (they) is pronounced dĭ.

The VOWELS *a*, *e*, and *i* are pronounced (as in French and German) ah, eh, ee; *o* is pronounced like ō (as in hole), and when short it is like the short English ŏ (in hot), but less open; *ai*, *ei*, *oi* are pronounced as diphthongs; *u*, when long, is like the ū in lute, and when short it resembles (in Norway) the French eu or the English i in bird; *y*, when long, is like the French u, and when short it is indistinguishable from the short *ø*. The sound of *aa* (Swedish å) is that of the English a in all; *æ* is like e, but more open (as in where); *ø*, sometimes written ö, has the sound of the German ö or the French eu. These last two letters are placed at the end of the alphabet, a peculiarity which consulters of a Danish dictionary must bear in mind. — Those who have studied French or German will have no difficulty with the *y* and the *ø*, but it is not so easy to catch the precise sound of the short Norwegian *u*.

Genders. There are two genders, the common (including masculine and feminine) and the neuter.

Articles. The INDEFINITE is *ēn* (c.) or *ĕt* (n.; pron. ĭt), as *en Mand* (a man), *en Kvinde* (a woman), *et Barn* (a child).

The DEFINITE is *dĕn* (c.), *dĕt* (n.), *dĕ* (pl.), which forms are used almost exclusively when an adjective intervenes between the article and the substantive, as *den gōde Mănd* (the good man), *det ŭnge Bărn* (the young child), *de gămle Kŏnger* (the old kings). When immediately connected with its substantive, the definite article is *-en* or *-n*, *-et* or *-t*, and *-ne* or *-ene*, added as an affix to the substantive, as *Manden* (the man), *Barnet* (the child), *Kongerne* (the kings), *Gaardene* (the farm-houses).

Substantives. Until of late, substantives have generally been spelled with an initial capital, but they are now, with the exception of proper names, more commonly spelled with small letters. The genitive, both singular and plural, usually ends in *s*, as *Kongens Mildhēd* (the king's clemency), *Mændĕnes Hĕste* (the men's horses). All nouns ending in *e* form their plural by adding *r*, as *Konge*, *-r*, *Kvinde*, *-r;* others add *er*, as *Blomst*, *-er;* others *e*, as *Hest*, *-e;* and many neuter nouns remain unchanged in the plural, as *Sprōg* (language), *Hūs* (house). Lastly, a number of substantives modify their radical vowel in the plural, as *Haand* (hand), *Hænder*, *Fōd* (foot), *Fødder*, *Bōg* (book), *Bøger*, *Barn* (child), *Børn*. In many cases the consonant is doubled in order to preserve the short sound of the vowel, as *Hăt* (hat), *-te*, *Vĕn* (friend), *-ner*, *Gŭt* (Norw., boy), *-ter*.

Adjectives. Those derived from proper names are not spelled with initial capitals (as *norsk*, Norwegian; *engelsk*, English). When preceded by the indefinite article, the adjective remains unchanged in the common gender, but *t* is added to it in the neuter, as *en gōd Hĕst*, *et slōrt* (large) *Hūs;* if, however, the adjective terminates in *e*, *o*, *u*, or *y*, it remains unchanged in both genders, as *en lille Hest*, *et lille Barn*, *en sky* (shy) *Hest*, *et bly* (shy) *Barn;* but *ny* (new) has the neuter *nyt*. When preceded by the definite article, and in the plural whether with or without article, adjectives have an *e* added; as *den gode Hest*, *det store Hus*, *de smukke Børn* (the pretty children), *văkre* (contracted from *vakker -e*) *Fjōrde* (beautiful bays). When standing alone after the substantive as a predicate the adjective usually agrees with the substantive in gender and number, as *Huset ēr* (is) *stort*, *Hestene ēre store*.

The Comparative and Superlative are formed by adding *re* or *ĕre* and *st* or *ĕst* to the positive; as *glād* (glad), *glādĕre*, *glādĕst;* *rīg* (rich), *rigere*, *rigest;* but in some cases they are formed by prefixing *mēr* and *mēst* to the positive, as *elsket* (beloved), *mer elsket*, *mest elsket*. The radical vowel is sometimes modified; as *stōr*, *stŏrre*, *stōrst;* *faa* (few), *færre*, *færrest*. Several adjectives are irregularly compared: *gōd*, *bēdre*, *bĕdst;* *ond* (bad), *værre*, *værst;* *gammel* (old), *ældre*, *ældst;* *lille* (small), *mindre*, *mindst;* *mēgen*, *mēget* (much), *mer*, *mest;* *mange* (many), *flēre*, *flēste*.

Numerals. The Cardinal Numbers are: *ēn* or *een* (n. *ĕt*), *tō*, *trē*, *fīre*, *fĕm*, *sĕx*, *sȳv*, *ŏtte*, *nī*, *tī*, *élleve*, *tŏlv*, *trétten*, *fjōrten*, *fĕmten*, *sexten* (pron. sȳst'n), *sŷtten*, *ătten*, *nĭtten*, *tȳve* (twenty); *en og tyve*, *to og tyve*, etc.; *trĕti* (Danish *trēdīve*, often pron. trȳvĕ); *fírti* (Dan. *fyrretyve*), *femti* (Dan. *halvtrĕdsindstyve*, often contracted to *halvtrĕds*), *sexti* (Dan. *trĕdsindstyve*, or *trĕds*), *sytti* (Dan. *halvfjĕrdsindstyve*, or *halvfjĕrds*), *otti* (Dan. *fírsindstyve*, or *firs*), *nitti* (Dan. *halvfĕmsindstyve*, or *halvfĕms*), *hundrede*, *tūsinde*.

Ordinal Numbers. *Den*, *det*, *de fĕrste*, *ănden* (n. *andet*, pl. *andre*), *trēdie*, *fjērde*, *fĕmte*, *sĭtte*, *sȳvende*, *ŏttende*, *nīende*, *tīende*,

ĕllevte, *tŏlvte*, etc.; *tyvende*, *trédiende* (Dan. *trédīvte*, often pron. tryftë), *fírtiende* (Dan. *fyrretyvende*), *fémtiende* (Dan. *halvfémsindstyvende*), etc.; *hundrede* and *tūsinde* undergo no alteration.

Fractions. *En hălv* (1/2, adj.; the subst. is *en Halvdēl*); *halvânden* (1 1/2); *halvtrédie*, or *tō og en halv* (2 1/2); *halvfjérde*, or *trē og en halv* (3 1/2); *en Trédiedēl* (1/3); *en Fjérdedēl* (1/4, or *en Fjērding*, *en Kvărt*, or *et Kvartér*); *en Fémtedēl*; and so on.

Pronouns. Personal. Nom. sing. *jeg* (I), *dū* (thou), *hăn* (he), *hūn* (she), *dĕn* or *dĕt* (it); pl. *vī*, *Ī*, *dĕ*. Gen. sing. *hăns*, *hendes*, *dĕns* or *dets*; pl. *dēres* (their). Dat. and Acc. sing. *mig*, *dig*, *ham*, or *sig*, *hende* or *sig*, *den*, *det* or *sig*; pl. *ŏs*, *ēdĕr*, *dĕm* or *sig*.

Sig is always reflexive, referring to the nominative or subject (himself, herself, itself, themselves). Members of the same family and intimate friends address each other as *Dū*, pl. *Ī*, but in ordinary society *Dĕ* (literally 'they'), with the verb in the singular, is always used. In this sense the dative and accusative of *De* is *Dĕm*, never *sig*; as *De har skadet Dem* (you have hurt yourself).

Possessive. *Mīn* (my), *mĭt*, pl. *mīne*; *dīn* (thy), *dĭt*, pl. *dīne*; *sīn* (his, her, or its), *sĭt*, pl. *sīne*; *vōr* (our), *vŏrt*, pl. *vōre*; *jēr* (your), *jĕrt*, pl. *jēre* (colloquial); *dērĕs* (their); *Dērĕs* (your, in the polite form of address).

Demonstrative. *Den*, *det* (this), pl. *de*; *denne*, *dette* (this), pl. *disse*; *hīn* or *hiin*, *hĭnt* (that), pl. *hīne*; *samme* (same), *selv* (self), and *begge* (both) are indeclinable; *saadăn*, *saadant* (such a one), pl. *saadanne*.

Relatives. *Sŏm* (who, whom, which, nom. and acc.) and *dēr* (who, which, nom. only) are indeclinable; *hvĭlken*, *hvilket* (who, whom, which, nom. or acc.), pl. *hvilke*; *hvīs* (whose, of which, sing. or pl.); *hvăd* (what), indeclinable.

Interrogatives. *Hvō* or *hvĕm* (who, whom), indeclinable; *hvilken*, *hvilket*, pl. *hvilke* (which, nom. or acc.); *hvad* (what).

Indefinite. *Măn* (one, they, nom. only); *ēn* or *ĕt* (one); *nōgĕn* (some, somebody, some one), *noget* (some, something), pl. *nōgle*; *ingen* (no, nobody, none), *intet* (no, nothing, none), pl. *ingen*; *anden*, *andet* (other), pl. *andre*; *hvēr*, *hvĕrt*, *ĕnhver*, *ĕthvert* (each, every; each one, every one); *ăl*, *alt* (all), pl. *alle*; *dĕt*, *dēr* (it, with impers. verbs), as *det regner* (it rains), *der sīges* (it is said), *der skrīves* (it is written).

Verbs. Auxiliary. *At hāve* (to have); pres. indic. *hār*, pl. *hāve*; imperf. *hăvde*; perf. *har*, pl. *have hăft*; fut. *skal* or *vil*, pl. *skulle* or *ville*, *have*; imperat. *hāv*, pl. *haver*; partic. *hāvende*, *hăft*.

At være (to be); pres. ind. *ēr*, pl. *ēre*; imperf. *vār*, pl. *vāre*; perf. *har*, pl. *have været*; fut. *skal* or *vil*, pl. *skulle* or *ville*, *være*; imperat. *vær*, pl. *værer*.

At skulle (to be about to, to be obliged); pres. *skăl*, pl. *skulle*; imperf. *skulde*; perf. *har*, pl. *have skullet*.

At ville (to be about to, to be willing); pres. *vĭl*, pl. *ville;* imperf. *vilde;* perf. *har*, pl. *have villet.*

At kunne (to be able); pres. *kăn*, pl. *kunne;* imperf. *kunde;* perf. *har*, pl. *have kunnet;* fut. *skal* or *vil*, pl. *skulle* or *ville*, *kunne.*

At maatte (to be obliged); pres. *maa* (must); imperf. *maatte;* perf. *har*, pl. *have maattet.*

At tŭrde (to be allowed, to dare); pres. *tār* (may, dare); imperf. *turde* (might, dared).

At bŭrde (to be bound, to be under an obligation); pres. *bār* (ought, etc.); imperf. *burde* (ought, etc.).

The verb *faa* (to get), with the perfect participle, expresses futurity, as *naar jeg faaer skrēvĕt* (when I shall have written).

The verb *blīve* (to become) is sometimes used to form the passive voice, as *han blīver, blēv skādet* (he is, was hurt).

Conjugations. The conjugations are either weak or strong, regular or irregular, and under each of these heads there are several subdivisions. The first and second of the three following verbs are weak (*i. e.* with the imperf. formed by the addition of *ĕde* or *te*, and the partic. by the addition of *et*, or *t* to the root), and the third and fourth are strong (*i. e.* the imperf. takes no affix whether modifying the radical vowel or not).

Ĕlske (to love); pres. *elsker*, pl. *elske;* imperf. *elskĕde;* perf. *har*, pl. *have elsket;* partic. *elsket*, pl. (when used as adj.) *elskede.*

Tāle (to speak); pres. *taler*, pl. *tale;* imperf. *talte;* perf. *har*, pl. *have talt;* partic. *talt*, pl. *talte.*

Komme (to come); pres. *kommer*, pl. *komme;* imperf. *kŏm;* perf. *er kommen*, neut. *kommet*, pl. *ere komne.*

Stjæle (to steal); pres. *stjæler*, pl. *stjæle;* imperf. *stjāl;* perf. *har*, pl. *have stjaalet;* partic. used as adj. *stjaalen, stjaalet, stjaalne.*

The present participle is formed by adding *nde* to the infinitive (as *elskende, kommende*). The imperative singular is the root (as *tāl, stjæl*), to which *ĕr* is added in the plural (as *elsker, kommer*).

Elskes (to be loved); pres. *elskes*, or *bliver elsket*, pl. *blive elskede;* imperf. *elskedes* or *blev elsket*, pl. *bleve elskede.*

Tales (to be spoken); pres. *tales*, or *bliver talt*, pl. *blive talte;* imperf. *taltes*, or *blev talt*, pl. *bleve talte.*

The following **List of Verbs** includes a number of weak and strong, regular and irregular verbs. The infinitive, imperfect, and participle of each are given. When the participle ends in *-t*, the usual auxiliary is *have*, when it ends in *-n*, *-ne*, the auxiliary is *være.*

Accompany, *lĕdsāge, lĕdsagĕde, ledsaget.* Alight, *stīge āf (stēg, steg-en, -et, -ne); stige ūd.* Arrive, *ankomme, ankŏm, ankom-men, -met, -ne.* Ascend, mount, *stīge, stēg, steg-en, -et, -ne.* Ask, *spārge, spŭrgte, spŭrgt.* Awake (trans.), *vække, văkte, văkt.*

Become, *blīve, blēv, blev-en, -et, -ne.* Beg, *bēde, bād, bedt, -e.*

Believe, *trō, troede, troet.* Bind, *binde, bandt, bundet, bund-en, -el, -ne.* Blow, *blæse, blæste, blæst.* Boil, *kōge, kŏgte, kŏgt.* Break, *brække, brăk, brækket, brŭk-ken, -ket, -ne; slaae itū (slōg, slaael, slag-en, -et, -ne).* Bring, *bringe, brăgte, brăgt.* Buy, *kābe, kābte, kæbt.*

Call, shout, *raabe, raabte, raabt, -e;* see also 'name'. Carry, *bære, bār, baaret, baar-en, -et, -ne.* Change, *skifte, skiftede, skiftet; bytte, byttede, byttet;* change (money), *vexle, vexlede, vexlet.* Come, *komme, kŏm, kom-men, -met, -ne.* Count, *tælle, tālte, tālt.* Cost, *kŏste, kostede, kostet.* Cut, *skjære, skār, skaaret, skaar-en, -et, -ne.*

Demand, ask (a price, etc.), *forlånge, forlangte, forlangt, -e.*, Depart, see 'start'. Descend, *stīge nēd (stēg, stēgen).* Dismount. *stīge āf, stige ūd.* Do, *gjāre;* pres. *gjør*, pl. *gjøre; gjørde, gjørt,* Drink, *drikke, drăk, drukket, druk-ken, -ket, -ne.* Drive (a carriage) *kjāre, kjārle, kjørt, -e.* Dry, *tørre, tørrede, tørret.*

Eat, *spīse, spīste, spist, -e.*

Fear, *frygte, frygtede, frygtet.* Find, *finde, fandt, fundet, fund-en, -et, -ne.* Fish, *fiske, fiskede, fisk-et, -ede.* Follow, *fălge, fŭlgte, fulgt, -e.* Forget, *glemme, glĕmte, glemt, -e.* Freeze, *frŷse, frās, frŏss-en, -et, -ne.*

Get, *faa, fīk, faaet;* get down, *stīge nēd (stēg, stēg-en, -et, -ne);* get in, *stīge ind;* get up, *stīge ŏp;* get on, *komme frĕm (kŏm, kom-men).* Give, *gīve, gāv, gīvet, giv-en, -et, -ne.* Go, *gaa, gīk, gaaet.*

Help, *hjælpe, hjălp, hjŭlpet, hjulp-en, -et, -ne.* Hire, *hŷre, hyrede, hyrel; leie, leiede, leiet.* Hold, *holde, holdt, holdt, -e.* Hope, *haabe, haabede, haabet.*

Jump, *springe, sprang, sprungel, sprung-en, -et, -ne.*

Keep, *beholde, beholdt, beholdt.* Knock, *banke, bankede, banket.* Know (a fact), *vīde;* pres. *vēd*, pl. *vide; vidste, vidst;* (a person, a place, etc.) *kjende, kjendte, kjendt.*

Lay, put, *lægge, lăgde, lagt, lāgd, -e;* lay hold, *tāge făt paa* (see 'take'). Learn, *lære, lærle, lært.* Leave, *fŏrlāde;* leave behind, *ĕfterlāde;* see 'let'. Let, *lāde, lōd, lādet, lădt, -e;* let go, let fall, *slippe, slăp, sluppet, slup-pen, -pet, -ne.* Lie, *ligge, laa, ligget.* Light, kindle, *tænde, tændte, tændt, -e.* Like, *sŷnes (ŏm), syntes;* or (Norw.) *līke, līkte, likt.* Lose, *tābe, tăbte, tăbt, -e.*

Make, see 'do'. Mend, *istándsætte (satte, săt); repărēre, reparērĕde, repareret; ūdbēdre, udbedrede, udbedrel.* Mistake, make a mistake, *tāge feil (tōg, tāget).* Mount, *stīge, slēg, stegen;* (on horseback) *sidde ŏp (sād, siddet).*

Name, call, *kalde, kaldte, kaldt, -e.* Named or called (to be), *hēdde, hēd, hēdt, -e.*

Open, *aabne, aabnede, aabnet, -de.* Order, *bestille, beslillede, beslillet.*

Pay, *betāle, betālte, betalt, -e.* Pronounce, *ūdtāle, udlalte, udtalt, -e.* Put, *sætte, sătte, săt, -te;* see also 'lay'; put to (horses), *spænde, spændte, spændt.*

Rain, *regne, regnede, regnet.* Read, *læse, læste, læsl.* Reckon,

regne, regnede, regnet. Require, *behǿve, behøvede, behøvet.* Rest, *hvīle, hvīlte, hvilt.* Return (intr.), *komme* or *gaa tilbūge.* Ride, *rīde, rēd, redel, red-en, -et, -ne.* Roast, *stēge, stēgle, slegl.* Row, *rō, roede, roet.* Run, *lǿbe, lǿb, løbet.*

Say, *sīge, sǎgde, sagt, -e.* See, *see, saa, seet.* Seek, *sǿge, søgle, søgt.* Sell, *sælge, sǒlgte, sǒlgt.* Send, *sende, sendte, sendt, -e.* Set, see 'put'. Shoot, *skȳde, skjǿd, skǔdt, -e.* Shut, *lukke, lukkede, lukk-et, -ede.* Sit, *sidde, sād, siddet.* Sleep, *sōve, sōv, sovet.* Smoke (intrans.), *rȳge, rǿg, røget;* (trans.) *røge, røgede, røget.* Snow, *snē, snēte, snēt.* Speak, *tāle, tālte, talt, -e.* Stand, *staa, stōd, staaet.* Start, *ā́fgaa, afgīk, afgaael;* or *gaa bǒrt, gaa ā́fstĕd.* Stop (trans. or intrans.), *standse, standsede, stands-et, -ede.*

Take, *tūge, lōg, lagel, lag-en, -el, -ne;* take care of, *sǿrge, sørgede, sørget (fǒr).* Think, *tænke, tænkte, tænkt.* Travel, *reise, reiste, reist.* Try, *forsǿge, forsǿgte, forsøgt.*

Understand, *forstaa, forstōd, forstaa-et, -ede.* Use, *brūge, brūgle, brugt.* — Wait, *vente, venlede, venlet.* Wash, *vǎske, vaskede, vask-et, -ede.* Wish, *ǿnske, ønskede, ønsk-et, -ede.* Write, *skrīve, skrēv, skrevet, skrev-en, el, -ne.*

Adverbs. The neuter forms of adjectives are used as adverbs; as *gōd* (good), *gǒdt* (well); *lángsŏm* (slow), *langsomt* (slowly); and such adverbs take the same comparative and superlative as the adjectives. *Gǒdt* or *vĕl* has *bēdre, bĕdsl; ilde* (ill), like *ond* or *daarlig*, has *værre, værst; gjerne* (willingly), *héllĕre* (rather), *hĕlst* (most willingly, rather, especially).

The following are in very frequent use: —

Place. About, *ŏmtrĕnt;* above, *ŏ́venpaa;* after, *ĕ́fter;* around, *ŭmkrĭng;* at home, *hjĕ́mme* (indicating *rest*, like several other adverbs ending in *e*, while without the *e* they indicate *motion*); away, *bǒrt, bŏ́rte;* back, *tĭ́lbāge;* below, *nĕ́denŭnder;* down, *nēd, nĕ́dĕ;* everywhere, *ŏ́verāllt;* far, *lăngt;* far from here, far distant, *langt hĕ́rfrā;* here, *hēr;* home, *hjĕ́m;* in, *ĭnd, inde;* near, *nær;* nowhere, *íngenstĕds;* out, *ūd, ūdĕ;* past, *fŏrbĭ́;* there, *dēr;* thither, *dīd;* up, *ŏp, ŏppe;* where, *hvōr;* within, *inde.*

Time. About, *ŭmtrĕ́nt;* afterwards, *sīdĕn ĕ́ftĕr;* again, *ăller, ĭgjĕ́n;* always, *ắltīd;* already, *ắllĕrēde;* before, *fā́r;* early, *tīdligt;* immediately, *străx;* last year, *ĭfjǒ́r;* late, *sēnt;* long, *længe;* nearly, *næsten;* never, *ắldrig;* now, *nū;* often, *ŏ́fte, tĭ́dt;* once, *ēngăng;* seldom, *sjælden;* sometimes, *ŭ́ndertīden;* soon, *snūrt;* still, *ĕ́ndnū;* the day after to-morrow, *ĭǒ́vermōrgen;* the day before yesterday, *ĭfǒ́rgaars;* then, *dă, paa dĕn Tīd;* this evening, *ī́ăften;* this morning, *īmǒ́rges;* to-day, *ī́dág;* to-morrow, *īmǒ́rgen;* twice, *tō Gănge;* when (interrogative), *naar, hvăd Tīd;* yesterday, *ígā́ar.*

Manner, Degree, etc. A little, *nǒ́gĕt;* also, *ŏgsaa;* also not, *heller ikke;* altogether, *ī ắlt, ī dĕt hēle tā́gĕt, altsammen;* broken (in two), *ītū;* downhill, *nédăd (Bakken);* how, *hvōrlédĕs;* little,

lĭdt; much, *mēgĕt;* no, *nei;* not, *ikke;* not at all, *slĕt ikke;* of course, *nătūrligvīs;* only, *kūn;* particularly, *især;* partly, *dēls;* perhaps, *kănskĕ, maaskĕ;* possibly, *mŭligvīs;* probably, *rĭmĕligvīs;* quickly, *hŭrtigt (fŏrt);* so, thus, *sāālēdĕs;* softly (gently, slowly), *săgte;* straight on, *lĭgefrĕm;* together, *tilsammen;* too (much, etc.), *fŏr (mēget,* etc.); uphill, *ŏpăd (Bakken);* very, *mēgĕt;* why, *hvŏrfŏr;* yes, *jā, jō* (the latter being used in answer to a question in the negative or expressing doubt).

Prepositions. Among the most frequent are: —

About, *ŏm;* above, *ŏver;* after, *ĕfter;* among, *blandt;* at, *ĭ, paa, vēd;* at (of time), *ŏm;* behind, *bāg, bāgvēd;* between, *mellĕm;* by, at the house of, *hŏs;* by, near, *vēd;* by, past, *fŏrbĭ;* during, *ŏm, under;* for, in front of, *fŏr, fŏrăn;* from, *frā;* in, *ĭ;* instead of, *istĕdĕtfŏr;* near, *nær vēd;* of, from, *āf;* on, *paa;* opposite, *lĭgeōverfŏr;* over, upwards of, *ŏver;* past, *fŏrbĭ;* round, *rundt ŏm;* since, *sĭdĕn;* through, *gjĕnnem;* till, *indtĭl* (not till, *ikke fær);* to, *tĭl;* towards, *mōd, ĭmōd;* under, *under;* upon, *paa;* with, *mĕd.*

Conjunctions. The most important are: —

After, *ĕfterăt;* although, *skjŏndt;* and, *ŏg;* as, *dă;* as — as, *saa — sŏm;* because, *fŏrdĭ;* before, *fær;* but, *mĕn;* either — or, *enten — eller;* for, *thī;* if, *ŏm, dērsŏm, hvīs;* in order that, *fŏr ăt;* or, *eller;* since (causal), *fŏrdĭ, ĕfterdī,* (of time) *sĭdĕn;* so, *saa;* than, *end;* that, *ăt;* till, until, *indtĭl;* when (with past tense) *dă,* (with present or future) *naar;* where, *hvōr;* while, *mēdĕns.*

Interjections. Ah, alas, *ăk;* indeed, *īh, jăsā, vĭrkelig;* not at all, far from it, don't mention it, *lăngtfrā, ingen Aarsăg;* of course, certainly, *nătūrligvīs;* pardon, *ŏm Fŏrlădelse;* please, *vær saa gōd, vær saa ærtig;* thanks, *Tăk* (many, *măngе*); true, *det er sandt;* what a pity, *det er Sÿnd!*

II. Language of Sweden.

The remarks already made on the origin of the Danish language and on the peculiarities of its pronunciation apply almost equally to the Swedish language. The Swedish *å* corresponds to the Dano-Norwegian *aa.*

Articles. The Indefinite Article is (m. and f.) *ēn,* (n.) *ell;* as *en karl,* a man; *ett barn,* a child.

The Definite Article is (m. or f.) *ĕn* (or *n* after a vowel), and (n.) *ĕt* or *ett,* affixed to the substantive; as *kŏnungen,* the king; *flĭckăn,* the girl. Preceding an adjective, the definite article is (m. or f.) *dĕn,* (n.) *dĕt,* (pl.) *dĕ;* but the substantive which follows still retains its affix; as *den gōde kŏnungen, det lilla barnet* (the little child), *de skōna flĭckŏrna* (the pretty girls).

Substantives. All substantives, except proper names, are spelled

with small initials. The genitive, both singular and plural, usually ends in *s*; as *barnets mŏder, kŏnungens gōdhēt, présternas böckar.*

The plural is formed by adding *ŏr, ăr, ĕr*, or *n*; but it is sometimes the same as the singular, especially in the case of neuter substantives; as *krōnă, krōnŏr; gosse* (boy), *gossar; lind* (lime-tree), *lindar; prest, prester; knä* (knee), *knän; hūs* (house), pl. *hus.* Among the irregular plurals the commonest are: *măn, măn; ōga* (eye), *ōgŏn; ōră* (ear), *ōrŏn; bōk* (book), *böckar; fōt* (foot), *fötter; năt* (night), *nätter; gås* (goose), *gäss.*

Adjectives. After the indefinite article the adjective undergoes no change, except in the neuter gender, in which case *t* is added; as *en ŭng man, en skön flicka, ett ārtigt barn* (a good child). The neuter of *līten* (little) is *lītet*, of *mŭycken* (much) *mŭyckct.*

After the definite article the adjective takes the affix *e* or *a* in the masculine, and *a* in the feminine or neuter; as *den gode mannen, den sköna flicka, det artiga barnet.* When following the definite article, *līten* becomes *lĭlla* (pl. *små*). For all genders the plural is *de goda, de sköna, de artiga, de små.*

The Comparative and Superlative are formed by adding *ăre* and *ăst* to the positive; as *rōlig* (quiet), *rŏligăre, rŏligăst; ringa* (small, insignificant), *ringare, ringast.* Irregular are: *gōd* (good), *bättre, bäst; dålig, élak* (bad), *sämre, sämst*, or *värre, värst; låg* (low), *lägre, lägst; lång* (long), *längre, längst; līten* (small), *mindre, minst; små* (small, pl.), *smärre; få* (few), *färre; mŭycken* (much), *mēr, mēst; många* (many), *flēre, de flēste; stōr* (large), *större, störst; gämmal* (old), *äldre, älst; ŭng* (young), *ŭngre, ŭngst; tŭng* (heavy), *tŭngre, tŭngst.*

Numerals. The Cardinal Numbers are: *ēn* or *ett, två, trē, fyra, fĕm, sĕx, sjū, åttă, nĭŏ, tĭŏ, ĕlfvă, tŏlf, trĕttŏn, fjŏrtŏn, fĕmtŏn, sĕxtŏn, sjŭttŏn, ådertŏn, nĭttŏn, tjŭgŭ* (20); *tjugu en*, etc.; *tretti, fyratio* (pron. *förti*), *fémtio, séxtio, sjuttio, åttatio (åttio), nittio, hŭndra, tūsen, en milliŏn.*

The Ordinal Numbers are: *den förste, den, det första; den andre, den, det andra (en annan, ett annat); trēdje, fjērde, fĕmte, sjĕtte, sjūndc, åttonde, nĭonde, tĭonde, ĕlfte, tŏlfte, trĕttonde, fjŏrtonde*, etc.; *tjūgonde* (20th), *tjugu förste*, etc.; *trĕttionde, fýrtionde*, etc.; *hŭndrade, tūsende.*

Fractions. *En hălf* (1/2, adj.; the subst. is *en hälft*), *hălf-ănnan* (1 1/2); *en trēdjēdēl* (1/3 rd), *en fjērdēdēl* (1/4 th), etc.

Pronouns. Personal. Nom. sing. *jăg* (I), *dū* (thou), *hăn* (he), *hōn* (she), *dĕt* (it); nom. pl. *vī, ī, dĕ.* Gen. sing. *hăns, hennes, dets*; gen. pl. *dĕrăs* (their). Dat. and Acc. sing. *mig, dig, hŏnŏm, henne, det*; dat. and acc. pl. *oss, ĕdĕr, dĕm.* Refl. dat. and acc. *sig* (himself, herself, itself, themselves). *Hvărăndră* (one another).

Dū is used in addressing near relatives and intimate friends.

Nī, corresponding with the Danish *Dĕ* (you), with the verb in the singular, is used in addressing strangers; but it is more polite to use the awkward periphrasis *herrn ēr, hār*, etc., *frūn er, frŏken er*, or better still the person's title, if known, as *vill herr öfversten vāra så gōd* (will the colonel be so kind)?

Mig, dig, sig are pronounced mȳ, dȳ, sȳ. *De* is pronounced dĭ, and *det* dĕ.

POSSESSIVE. *Mīn* (my), *mitt*, pl. *mīna; dīn* (thy), *ditt*, pl. *dīna; hănns* (his), *hennes* (her), *dets* (its); *sīn* (his, her, its, their; refl. only), *sitt, sīna; vår* (our), *vårt, våra; ēder* (your), *ēderl, ēdra.*

DEMONSTRATIVE. *Denne, denna* (this), *detta*, pl. *desse, dessa; dĕn, dĕt hēr* (this here), pl. *dĕ hēr; den, det der* (that there), pl. *de der; den, det, de samme* (the same).

RELATIVE. *Sŏm* (who, whom, which), nom. and acc. only; *hvilken, hvilket* (who, whom, which), pl. *hvilka; hvăd* (what).

INTERROGATIVE. *Hvĕm* (who), *hvĕms* (whose), *hvăd* (what), *hvilk-en, -et, -a* (which).

INDEFINITE. *Măn* (one), *sjĕlf* (self), *någŏn* (some, somebody), *något* (some, something), *några* (pl., some); *ingen* (no, nobody), *intet* (no, nothing), *inga* (pl., no); *mången* (many a one), *många* (many); *all, allt* (all); *hvār, hvärt* (each, every), *hvār ŏch* (pron. ok) *ēn* (one and all); *hēl, hēlt* (whole), *hēle* (pl., whole).

Verbs. AUXILIARY. *Att hāfva* (to have). Pres. indic. jag, du, han, hon, det, Ni *hār;* vi *hā* (or *havfa*); i *hān (hāfven)*, de *hā (hafva).* Imperf. jag, etc., *hāde;* vi *hāde;* i *hāden;* de *hāde.* Fut. jag, etc., *skall hafva;* i *skŏlen hafva;* de *skola hafva.* Condit. jag, etc., *skulle hafva;* vi *skulle hafva;* i *skullen hafva;* de *skulle hafva.* Imper. *hāf (hā)*, pl. *hāfvĕn.* Partic. *hăfvande, hăft.*

Att vāra (to be). Pres. indic. jag, etc., *är;* vi *äro*, i *ären*, de *äro.* Imperf. jag, etc., *vār;* vi *vōrŏ*, i *voren*, de *voro.* Perf. jag, etc., *har vārĭt.* Imperf. jag *hade varit.* Fut. jag *skall vara.* Cond. jag *skulle vara.* Imper. *var, varen.* Partic. *vārande, varit.*

Att skŏla (to be obliged, to be about to); pres. *skall*, pl. *skŏla;* imperf. *skulle;* partic. *skŏlande, skŭllet.*

Att vilja (to be willing, to be about to); pres. *vill*, pl. *vilja;* imperf. *ville;* partic. *vĭljande, vĕlăt.*

Att kunna (to be able); pres. *kann*, pl. *kunna;* imperf. *kunde;* partic. *kunnat.*

Att måste (to be obliged); pres. *måste;* imperf. *måste.*

Att tōra (may, to be allowed); pres. *tōr;* imperf. *tŏrde.*

Att bōra (to be bound, obliged); pres. *bōr* (ought); imperf. *bŏrde* (ought).

The CONJUGATIONS are either weak or strong, regular or irregular. The following three verbs are weak and regular:

Infinitive. *Att ălska* (to love), *böja* (bend), *bō* (lodge).

Pres. indic. Jag, du, han *älskar*, *böjer*, *bör*; vi, de *älska*, *böja*, *bo*; i *älsken*, *böjen*, *bon*.

Imperf. Jag, du, han, vi, de *älskade*, *böjde*, *bödde*; i *älskaden*, *böjden*, *bodden*. Perf. Jag *har älskat*, *böjt*, *bott*. Fut. Jag *skall älska*, *böja*, *bo*. Imper. *Älska*, *böj*, *bo*; *älsken*, *böjen*, *bon*. Partic. *Älskande*, *böjande*, *boende*; *älskat*, *böjt*, *bott*.

Most of the Swedish verbs are conjugated like *älska*. Those whose roots end in *k*, *p*, *s*, or *t* form the imperfect by adding *te*, and the participle by adding *t*; as *köpe*, *köpte*, *köpt*.

The passive is formed by adding *s*: jag *älskăs* (I am loved), *älskădes* (was loved), *har älskats* (have been loved), *älskandes* (being loved). The passive may also be formed with the auxiliary *blīfva* (to be, become): jag *blīr*, *blēf älskad* (I am, was loved).

The following **List of Verbs** includes a number of regular, strong, and irregular verbs. The present indicative, generally formed from the infinitive by adding *r*, the imperfect, the perfect participle used with *hāfva*, and the perfect participle used with *vāra* are given in each case. When the participle ends in *n*, the neuter usually changes the *n* to *t*, and the plural ends in *ne* or *na*.

Arrive, *ánkommer*, *ankŏm* (pl. *ankommo*), *ankommit*, *ankommen*; or *ínträffar*, *inträffade*, *inträffat*. Ascend, *stīger (upp)*, *stēg (stego)*, *stegit*, *stegen*. Ask, *frågar*, *frågade*, *frågat*. Awake (trans.), *väckar*, *väckăde*, *väckat*.

Become, *blīr* (vi *blīfva*, inf. *blifva*), *blēf*, *blifvit*, *blifven*. Beg, *bēr* (vi *bēdje* or *bē*, inf. *bedja*), *bād* (vi *bådo*), *bedt*, *bedd*. Bind, *binder*, *band* (vi *bundo*), *bundit*, *bunden*. Blow, *blåser*, *blåste*, *blåst*. Boil, *kōkar*, *kŏkte*, *kŏkt*. Break, *brȳtar*, *brȳtăde*, *brytat*. Bring, *bringer*, *brăgte*, *brăgt (bringat)*. Buy, *kŏpa*, *kŏpte*, *köpt*.

Call, shout, *rōpa*, *rōpte*, *ropt*; see also 'to name'. Carry, *bār* (inf. *bära*), *bār (būro)*, *būrit*, *būren*. Change, *bȳtar*, *bytăde*, *bytat*; change (money), *vexlar*, *vexlăde*, *vexlat*; change (alter), *förändrar*, *förändrăde*, *förändrat*. Come, *kommer*, *kŏm (kommo)*, *kommit*, *kommen*. Count, *täljar*, *täljăde*, *täljt*. Cost, *kŏstar*, *kostăde*, *kostat*. Cut, *skār* (inf. *skära*), *skār (skūro)*, *skūrit*, *skūren*.

Demand (ask a price, etc.), *fŏrdrar*, *fordrăde*, *fordrat*. Depart, *afrēsar*, *afrēste*, *afrēst*; or *går bŏrt*, *rēsar bŏrt*. Descend, *stīger nēd* (see 'ascend'). Dismount, *stīger nēd*, *stīger āf (hästen)*, *sitter āf* (see 'sit'). Do, *gŏr* (inf. *göra*), *gjŏrde*, *gjŏrdt*, *gjord*. Drink, *dricker*, *drăck (drŭcko)*, *druckit*, *drucken*. Drive (a carriage), *kōrer*, *kōrte*, *kört*. Dry, *torkar*, *torkăde*, *torkat*.

Eat, *spīser*, *spīste*, *spist*, or *äter*, *åt (åto)*, *ätit*, *äten*.

Fear, *frŭktar*, *fruktăde*, *fruktat*. Find, *finner*, *fann*, *funnit*, *funnen*. Fish, *fiskar*, *fiskte*, *fiskt*. Follow, *fötjer*, *fötjte*, *fötjt*. Forget, *glömmer*, *glömte*, *glömt*. Freeze, *frȳser*, *frōs (fröso)*, *frūsit*, *frusen*.

Get, *fār*, *fick (fingo)*, *fått*; get up, down, in, *stīger ŭpp*, *nēd*, *ĭn*; get on, *kommer frăm*. Give, *gēr (gīfvĕr)*; inf. *gē*, *gīfva)*, *gāf (gåfvo)*, *gīfvit*, *gīfven*. Go, *går*, *gick (gingo)*, *gått*, *gången*.

Help, *hjĕlper, hălp (hŭlpo), hulpit, hulpen.* Hire, *hȳrar, hȳrăde, hyrat.* Hold, *håller, höll (höllo), hållit, hållen.* Hope, *hoppas* (a 'deponent' verb, used in the passive form only), *hoppades, hoppăts.*

Keep, *behåller, behöll (behöllo), behållit, behållen.* Knock (at a door), *klappar, klappade, klappat.* Know (a fact), *vēt* (inf. *vēta*), *vĭsste, vētăt.* Know (a person, a thing), *känner, kännte, kännt.*

Lay, put, *lägger, lăgde, lăgt, lagd;* lay hold of, *tāger fătt på* (see 'take'). Learn, *lārar (mig), lärte, lärt, lärd.* Leave, *lemnar, lemnade, lemnat;* leave behind, *lemna qvār.* Let, *låter, lät (läto), låtit;* let go (get rid of), *släppar, släppade, släppat.* Lie, *liggar, låg (lågo), lēgat.* Light, *tändar, tändte, tändt.* Like, *tȳckar (ŏm), tyckte, tyckt.* Lose, *förlórar, förlorade, förlorat.*

Make, see 'do'. Mean, *mēnar, mēnte, mēnt.* Mend, *sätter i stånd* (see 'set'), or *repărērar, reparērăde, reparerat.* Mistake, make a mistake, *mĭsstāgar mig,* see 'take'. Mount, *slīger, stēg (stēgo), stīgit, stēgen;* (on horseback) *sitter upp,* see 'sit'.

Name, call, *kallar, kallade, kallat;* to be named (to signify), *hēter, hētte, hētat.* — Open, *öppnar, öppnade, öppnat.* Order, *beställar, beställte, beställt.*

Pay, *bĕtálar, betalade, betalat.* Pronounce, *ŭttālar, uttalade, uttalat.* Put, *sätter, satte, satt;* see also 'lay'; put to (horses), *spänna för, spännte, spännt.*

Rain, *(det) rēgnar, regnade, regnat.* Read, *lāser, läste* (or *lūs*, no pl.), *läst, läsen.* Reckon, *rāknar, räknade, räknat.* Require, *bĕhŏfvar, behöfvade, behöfvat.* Rest, *hvīlar, hvilade, hvilat.* Return (intr.), *vändar (ŏm), vändte, vändt;* or *rēsar (rēste, rēst) tĭlbākă.* Ride, *rīder, rēd (redo), rīdit, riden.* Roast, *stēkar, stēkte, stekt.* Row, *rōr, rodde, rott.* Run, *lōpar, lopp (lupo), lupit.*

Say, *sāger, sāde, sagt, sagd.* See, *sēr, såg (sågo), sett, sedd,* Seek, *sōkar, sökte, sökt.* Sell, *säljar, säljade, sålgt.* Send, *sändar. sändte, sändt;* or *skickar, skickte, skickt.* Set, *sätter, satte, satt.* Shoot, *skjūtar, skjutade, skjutit.* Shut, *stängar, stängte, stängt.* Sit, *sitter, satt (sutto), suttit (sutit).* Sleep, *sōfver, sōf (sofvo), sofvil.* Smoke (intr.) *rȳka, rōk, rūkit;* (trans.) *rōka, rökte, rökt.* Snow, *(det) snör* (inf. *snöa*), *snöte, snöt.* Speak, *tālar, talte, talt.* Stand, *står, stōd, stått.* Start, *áfgår, afgick (afgingo), afgått, afgången.* Stop (intrans.), *står stilla* (see 'stand').

Take, *tāger* (or *tār*), *tōg (togo), tagit, tagen;* take care of, *har (hafva) ŏmsōrg ŏm.* Think, *tänkar, tänkte, tänkt.* Travel, *rēsar, rēste, rēst.* Try, *försōker, försökte, försökt.*

Understand, *förstår* (like 'stand'). Use, *brūkar, brukte, brukt.*

Wait, *väntar, väntade, väntat.* Wash, *tvättar, tvättade, tvättat.* Wish, *önskar, önskade, önskat.* Write, *skrīfver, skrēf (skrefvo), skrifvit, skrifven.*

Adverbs. The neuter forms of adjectives are used as adverbs; *mannen är ārlig* (the man is honest), *mannen hăndlar ärligt* (the man deals honestly). Such adverbs are compared like adjectives.

A few are compared irregularly. *Gŏdt* or *vāl* (well) has *bättre, bäst; dåligt* or *illa* (ill), *värre, värst* or *sämre, sämst; gerna* or *gärna* (williugly), *hällre* (rather), *hälst* (most willingly, especially).

Place. About, *ŏmkrĭng;* above, *ŏfvănpå;* after, *ĕfter;* arouud, *(rundt) omkring;* at home, *hĕmmă* (iudicating *rest*, like several other adverbs ending in *a*, while without the *a* they indicate *motion*); away, *bŏrt, bōrtă;* back, *tillbăkă;* below, *nĕrĕ;* down, *nēd;* far, *tångt borta, fjärrăn;* here, *här;* home, *hĕm;* in, *ĭn, inne;* near, *när;* nowhere, *ĭngenstädes;* out, *ūt, ūte;* past, *förbĭ;* there, *dēr;* thither, *dīt;* up, *ŭp, uppe;* where, *hvār;* within, *inne.*

Time. About, *omkrĭng;* afterwards, *sēdăn;* again, *īgĕn, ă'tĕr;* always, *ălltīd;* already, *rēdăn;* before, *förŭt;* early, *tĭdigt, bittĭda;* last year, *īfjŏr;* late, *sēnt;* long, *länge;* nearly, *nästăn;* never, *ŭldrig;* now, *nū;* often, *ŏfta;* once, *ēn gång;* sometimes, *stundŏm;* soon, *snārt;* still, *ännū;* the day after to-morrow, *ĭ ŏfvĕrmōrgŏn;* the day before yesterday, *förgår;* then, *då, på dĕn tīd;* this evening, *ĭ ăftŏn;* this morning, *ĭ mŏrsĕ;* to-day, *ĭ dāg;* to-morrow, *i mōrgŏn;* twice, *två gångar;* when (interrog.) *när;* yesterday, *igår.*

Manner, Degree, etc. A little, *nägŏt;* also, *ŏchså;* also not, *häller icke;* altogether, *alltsämmans;* broken (in two), *i sär;* down, downhill, *nēdåt, nēdåt backen;* how, *hŭrŭ;* little, *lītĕt;* much, *mŭcket;* no, *nei;* uot, *icke;* not at all, *slätt icke;* of course, *nătŭrligtvīs;* only, *blŏtt, ĕndăst;* particularly, *sŭnnĕrligĕn;* partly, *dēls;* perhaps, *kănskĕ;* possibly, *mŏglīgĕn;* probably, *sănnŏlīkt;* quickly, *fört, hŭrtigt;* so, thus, *sålēdes;* softly (gently, slowly), *săktă;* straight on, *räkt frăm;* together, *īhŏp, tillsämmans;* too, *för;* too much, *för mycket;* up, uphill, *ŭppåt, uppåt backen;* very, *mycket;* why, *hvārför;* yes, *jā, jō* (the latter in answer to a question in the negative or expressing doubt).

Prepositions. About, *ŏm;* above, *ōfvĕr;* after, *ĕftĕr;* at, *på, vīd;* at (of time), *ŏm;* behind, *bāk;* between, *mĕllăn;* by, at the house of, *hŏs;* by, near, *vīd, näră;* by, past, *förbĭ;* during, *ŏm, ŭnder;* for, before, *för;* from, *från;* iu, *ĭ;* instead of, *i stället för;* near, *nära, vīd;* of, from, *āf;* on, *på;* over, *öfver;* past, *förbĭ;* round, *rundt ŏm;* since, *sēdăn;* through, *gĕnŏm;* till, *till, intĭll;* to, *till;* towards, *ēmŏt;* under, *under;* upon, *på;* with, *mĕd.*

Conjunctions. After, *sēdăn;* although, *ēhŭrŭ;* and, *ŏch;* as, *då;* as — as, *så — sŏm;* because, *ēmēdăn;* before, *för;* but, *mĕn;* either — or, *ăntingen — eller;* for, *thī;* if, *ŏm;* in order that, *för att;* or, *eller;* siuce (causal), *ēmēdăn;* since (of time), *sēdăn;* so, *så;* than, *än;* that, *att;* till, until, *tills;* when (with past tense), *då;* when (with present or future), *när;* where, *hvār;* while, *mēdăn.*

Interjections. Ah, alas, *ăck;* indeed, *jă så, vérkligen;* of course, *nătŭrlĭgtvīs, jă vĭsst, bĕvārs;* pardon, *ŭrsăktă;* please, *vār så gōd;* thanks, (jag) *tackar, tackar ödmjūkăst* ('most humbly'); true, *det är sănt;* what a pity, *det är sŷnd!*

DIALOGUES.

Common Phrases.

DANO-NORWEGIAN.	ENGLISH.	SWEDISH.
Gōd Mōrgen, Dāg, Āften, Nătt.	Good morning, day, evening, night.	*Gōd mōrgon, dāg, āftŏn, natt.*
Lēv vĕl! Fārvĕl!	Good bye. Farewell.	*Farväl! Adieu!*
Behāgelig, lykkelig Reise!	I wish you a happy journey.	*Angenäm, lycklig rēsa! Lycka på rēsăn!*
Hvōrdănhār De (pron. *Dĭ*) *det* (pron. *dĕ*)?	How do you do?	*Huru mår Nī (herrn)? Huru står det till?*
Tăk! — Mănge Tăk! — Tăk skăl De hā(ve)!	Thank you. Many thanks.	*Tack! Jag tackar så mycket.*
Ja, Tăk! — Nei, Tăk!	Yes, thanks. No, thank you.	*Ja, jag tackar! — Nei, jag tackar!*

(*Jo* is used instead of *ja* in reply to a question in the negative.)

Vær saa gōd!	Be so good. Please.	*Vär så gōd!*
Hvăd ønsker De? Hvăd vil De have?	What do you want?	*Hvăd önskar Ni (herrn)? Hvăd vill Ni hā?*
Hvăd behāger?	What do you wish?	*Hvăd behāgas?*
Tāler De engelsk?	Do you speak English?	*Tālar Ni engelska?*
Nei, men jeg tāler lidt norsk, dansk, svensk.	No, Sir; but I speak a little Norwegian, Danish, Swedish.	*Nei, men jag tālar lītet norska, danska, svenska.*
Fŏrstaar De det?	Do you understand this?	*Förstår Ni det?*
Jeg forstaar Dem ikke; De maa tāle lăngsŏmmere.	I do not understand you; you must speak more slowly.	*Jag förstår Ēr inte; Ni måste tāla lăngsammăre.*
Hvad hedder — kaldes — det paa norsk, paa dansk, paa svensk?	What is that in Norwegian, Danish, Swedish?	*Hvăd hēter det på norska, på danska, på svenska?*
Gīv! — Tāg! — Stŏp!	Give. Take. Stop.	*Gē (gīf)! — Tāg! — Håll (stopp)!*
Ēr det ikke brav (pron. brā) *or gŏdt?*	Is that not good?	*Är det icke (inte) brā?*
Hvōrlēdes sȳnes De ŏm dĕ(t)?	How do you like that?	*Hvad tyckar Ni ŏm det?*
Det behāger mig godt, det behāger mig ikke.	I like it very much. I do not like it.	*Det behāgar mig brā, icke.*
Dĕ(t) gjōr mig meget ŏndt.	I am very sorry for that.	*Det gör mig mycket ondt (lēdsen).*

DANO-NORWEGIAN.	ENGLISH.	SWEDISH.
Vent lidt! Bī lidt!	Wait a little.	*Vänta litet!*
Pass paa!	Take care.	*Pass på (sē upp)!*
Om Forlādelse!	Excuse me.	*Ursäkta!*
Jeg bēder om Undskўldning!	I beg your pardon.	*Jag bēr ŏm ursäkt.*
Tāg det ikke ĭlde ŏp!	Don't take it ill.	*Tāg inte illa upp!*
Det gjēr intet or *ingen ting.*	It does not matter.	*Det gör ingenting (skādar inte).*

Arrival. Porter. Cab.

Ēr der et Bўbūd? en Bærer?	Is there a commissionnaire here? a porter?	*Fins här ett stadsbud? en bärăre?*
Bring mĭt Tøi — mīn Bagage — til Hotellet.	Bring my luggage to the hotel.	*Skaffa mīna sāker (mitt bagage) till hotellet.*
Hvad er Taksten?	What is the regular charge (tariff)?	*Hvad är taxan?*
Hvad betāles for Kjēresel med Kjøretøi forspændt med ēn Hĕst, tō Heste?	What is the charge for the drive for a carriage with one horse, with two horses?	*Hvad betālar măn för åkning mĕd en ēnspännăre, en tvåspännare [åkdon med en (två) häst(-ar)]?*
Hĕnt mig en Drŏschke frā nærmeste Hŏldeplăds.	Fetch me a cab from the nearest stand.	*Hämta mig en droska från närmaste hållplăts.*
Hvormeget betāles fŏr hĕn (or *frĕm*) *og tilbāge — for Tūr og Retur?*	What is the fare there and back?	*Hvad betālar man (för åkning) från och tillbāka?*
Jeg vil kjøre tīmevīs; hvad koster det per Time?	I wish to drive by time; what is the fare per hour?	*Jag vill fāra på timme; hvad kostar det i timmen?*

In a Hotel and in a Restaurant.

Kăn jeg faa et værelse mĕd ēn (tō) sĕng(e)? — Nattekvartēr (Nattelogis)?	Can I have a room with one bed, two beds? — Nightquarters?	*Kan jag få ett rum med ēn (två) säng (-ar)? — nattlogi?*
Bring mig et Lўs og koldt (varmt) Vănds-kevand.	Bring me a light, and some cold (warm) water for washing.	*Skaffa mig ett ljūs och kallt (vārmt) tvättvatten.*
Der er intet Haandklæde her.	There is no towel here.	*Det fins inte någŏt handkläde här.*
Hvŏr ēr Klosetten?	Where is the water-closet?	*Hvār är privētet (āfträdet)?*

Dano-Norwegian.	English.	Swedish.
Gaa ópăd, nēdăd Trăppen og derefter til høire, lil venstre.	Go upstairs, downstairs, and then to the right, left.	*Gå uppför, nēdför trappan och sēdan till höger, till venster.*
Hăr De en Stōvleknægt?	Have you a boot-jack?	*Hăr Nī en stöfvelknekt?*
Nei, men jeg skăl gaa efter Gaardskarlen, som skal trække ăf Dem Støvlerne.	No; but I shall fetch the porter ('boots'), who will take off your boots.	*Nei, men jag vill rōpa på gårdsdrängen, som skall drā af Ēr stöflarna.*
Hvĕm banker paa Døren?	Who is that knocking at the door?	*Hvĕm klappar på dörren?*
Kŏm ind!	Come in.	*Stīg in!*
Vær saa gōd, lŭk Døren!	Please, shut the door.	*Vār så gōd och släng dörren!*
Lŭk ŏp et Vindūe!	Open a window.	*Öppna ett fönster!*
Hvăd kan jeg faa ăt spīse?	What can I have to eat?	*Hvăd kăn jag få alt äta* (or *spīsa*)*?*
Paa hvăd Tīd finder Frōkŏsten stĕd? — Middāgsmāden; — Āflensmāden.	At what time shall we have breakfast? dinner? supper?	*När ägar frūkosten rum? — middagsmåltiden; — āftonmåltiden.*
Jeg er mēgel sŭlten (tørstig). Kan jeg ikke faa nōget Koldt i Fórveien?	I am very hungry (thirsty). Can I not have something cold beforehand?	*Jăg är myckel hungrig (törstig). Kan jag inte få någŏn kall māt förut?*
Opvārter, gīv mig Spīseseddelen.	Waiter, give me the bill of fare.	*Kypare, gē mig mālsēdelen.*
Bring mig en hălv Portiōn af denne Stēg, Kartŏfler ōg en hălv (pron. hall) *Flaske Øl* (pron. öll), *en halv Øl.*	Bring me half-a-portion of this roast meat, potatoes, and half-a-bottle of beer.	*Gē mig en half portiōn āf den här steken, potātīs och en half butĕlj öl (en half öl).*
Oxekjød; — Kalvestēg; — Faarestēg, Bēdestēg; — Svīnestēg, Flĕskestēg.	Roast beef, veal, mutton, pork.	*Oxkött; — kalfstēk; — fårstēk; — svīnstēk.*
Grŏnsāger; Sŷltetøi.	Vegetables; preserved fruits.	*Grŏnsāker; sŷllsāker.*
Hăr De Fisk?	Have you any fish?	*Hăr Nī fisk?*
Jā, dēr ēr Tŏrsk, Lăx, Ørret, Makrēl, Hummer, Flyndre og saa vīdĕre.	Yes, you can have torsk (a kind of cod), salmon, mackerel, lobster, flounders, etc.	*Jā, det fins torsk, lax, foreller, makrill, hummer, flundror och så vīdăre.*
Kăn jeg faa nōget Koldt; Skinke,	Can I have something cold; ham,	*Kan jag få någon kall māt; skinka,*

DANO-NORWEGIAN.	ENGLISH.	SWEDISH.
Pølse og andet saadant?	sausage, or something of that sort?	*kōrf och annat sådant?*
Bring mig en Pănde-kūge og Sukker; Mĕlk og Flōde.	Bring me a pancake and sugar; some milk and cream.	*Gē mig en pánnkūka och socker; mjölk och grädda.*
Jeg ønsker Brōd, Smĕr og Ŏst.	I wish some bread, butter, and cheese.	*Jag vil hā bröd, smör och ŏst.*
Hvăd sỹnes De om Mỹseŏst?	How do you like the Myse cheese?	*Hvad tyckar Ni ŏm mēsŏst?*
Dĕn ēr fŏr sōd.	It is too sweet.	*Den är för söt.*
Bring mig en Knīv, en Găffel, en Tallĕrken, en Skē, et Glăs.	Bring me a knife, a fork, a plate, a spoon, a glass.	*Gē mig en knīf, en găffel, en tállrick, en skēd, ett glas.*
Der măngler Salt, Pēber, Sennŏp og Édděke.	There is no salt, pepper, mustard, vinegar.	*Det fattas salt, peppar, sēnap och ättika.*
Ønsker De (at spīse) varm Frōkost, inden De reiser?	Do you wish a hot (meat) breakfast before you start?	*Önskar Ni (äta) varm frukost före rēsan?*
Nei, kān en Kŏp Káffĕ og tō Æg; men haardkŏgte, blōdkogte Æg.	No, only a cup of coffee and two eggs; but the eggs must be hard, soft boiled.	*Nei, bāra en kopp káffe och två ägg; men hårdkokta, löskokta ägg.*
Kan jeg faa Rēræg (Norw. *Æggerōre*) *eller Speilæg?*	Can I have scrambled or poached eggs?	*Kan jag få ägg-röra eller stēkta ägg?*
Opvārter, ēn Flăske Vīn, Øl (pron. öll), *en Kŏp Káffĕ!*	Waiter, bring me a bottle of wine, of beer, a cup of coffee.	*Kỹpăre, en butélj vīn, öl, en kopp káffe!*
Ønsker De Hvēdebrød (Kūger) til?	Do you wish wheaten bread (cakes) too?	*Önskar Ni hvētebröd (kākŏr) till?*
Bring mig en Akvavĭt (en Cognac).	Bring me a glass of spirits (brandy).	*Gē mig en sŭp (en konjak).*
Bring mig Pănsch ōg Sōdavănd.	Bring me some punch and soda-water.	*Gē mig punsch och sōdavatten.*
Spirituōser faaes hverken om Lørdags Áften eller om Sŏndūgen.	Spirits are not to be had on Saturday evening and Sunday.	*Spirituōsa kan man icke få om lördags āftŏn* (or *qväll*) *och hēlă söndūgen.*
Jeg vilde gjerne reise tīdligt.	I wish to start early.	*Jag ville gerna rēsa tīdigt.*
Jeg vilde gjerne vækkes.	I wish to be called (wakened).	*Jag ville gerna blī väckt.*
Naar skăl jeg vække Dĕm?	When am I to waken you?	*När (hur dags) skall jag väcka Er?*
Klokken sĕx.	At six o'clock.	*Klockan sĕx.*

DANO-NORWEGIAN.	ENGLISH.	SWEDISH.
Dĕ(t) er fŏr sēnt.	That is too late.	*Del är för sēnt.*
De maa komme tīdligĕre.	You must come earlier.	*Ni får komma tīdigăre.*
Kan jeg faa regningen?	Can I have the bill?	*Kan jag få räkningen?*
Hvad koster det?	What does this cost?	*Hvad kostar del?*
Hvōr mēget er jeg Dĕm skŭldig?	How much do I owe you?	*Huru mycket är jag skyldig Er?*
Det er for mēget, for dȳrt.	That is too much, too dear.	*Det är för mycket, för dȳrt.*
Kăn De vexle en tī Krōner-Sĕddel?	Can you change a ten-crown note?	*Kan Ni vexla en tiokrōnor-sēdel?*
Nei, jeg hār ingen Smaapenge.	No, Sir, I have no small change.	*Nej, jag har inte småmynt.*
Dĕr ēr Drĭkkepenge.	Here is a gratuity.	*Der är drickespenningar.*

Washing.

Lād văske mĭt Lĭnnĕd.	Get my things washed.	*Låt tvätla mitt linne.*
Naar kommer Văskerkōnen?	When does the washerwoman come?	*När kommar tvätterskan?*
Her er Vaskeseddelen.	Here is the wash-bill.	*Här är tvättningssēdelen.*
Skjōrte(-r).	Shirt.	*Skjōrta(-or).*
Sœrk(-e).	Chemise.	*Särk(-ar).*
Flĭp(-per); —Mansjĕt (-ter); —Underbeenklæder; —Trøie(-r); — Underkjōle (-r).	Collar; cuff; drawers; under-waistcoat; petticoat.	*Halskrāge(-ar); — manschet(-ter); — underbyxor; — tröja; — underkjörtel.*
Strømpe, Sokke (-r); — Lommetørklæde (-r); — ŭlden; — Knăp(-per).	Stocking, sock; handkerchief; woollen; button.	*Strumpa (-or), socka (-or); — näsdūk (-ar); — yllen; — knapp(-ar).*
Imōrgen (ŏm tō Dāge) maa alt være færdigt.	Everything must be ready to-morrow, in two days.	*Imōrgŏn (om två dāgar) måste allt vāra färdigt.*
Kan jeg stōle paa det?	Can I depend upon it?	*Kan jag līta på det?*
Jeg har faaet der et stōrt Hŭl; lād det străx repărēre.	I have made a large hole here; get it mended at once.	*Jag här fått der ett stōrt hål; låt gĕnast lāga del.*

In the Street, on the Railway, and on the Steamboat.

Vær (or *Vil De være*) *saa gōd ăt vīse mig Veien til N.*	Please, show me the way to N.	*Vār så gōd och vīsa mig vägen till N.*

Dano-Norwegian.	English.	Swedish.
Hvōr kommer De frā?	Where do you come from?	*Hvārifrånkommar Nī?*
Jeg kommer fra Slŏttet.	I come from the castle.	*Jag kommer från slŏttet.*
Gaa bāre līgefrĕm; til høire; til venstre.	Go straight on; to the right; to the left.	*Gå rākt frăm; åt höger; åt venster.*
Hvōrlăngt er det herfrā til N.?	How far is it from here to N.?	*Huru långt är det härifrån till N.?*
Hvorlănge behōves, fŏr at komme til N.?	How much time will it take to go to N.?	*Huru lång tīd behöfs det för att komma till N.?*
Vēd Hjørnet maa De spōrge Dĕm vīdere frĕm.	You must ask again at the corner.	*Vīd hörnet måste Ni fråga vīdăre (fråga Er för).*
Er hēr i Nārhēden et Pŏsthūs?	Is there a post-office near here?	*Fins här i närhēten en postanstālt?*
Hār De et Brēv til mig?	Have you a letter for me?	*Hār Nī (fins här) någŏt brēf till mig?*
Naar kommer Posten til N.?	When does the diligence for N. arrive?	*När kommar posten till N.?*
Er Herr N. hjemme?	Is Mr. N. at home?	*Är Herr N. hemma?*
Kan jeg faa Hr. N. i Tāle? (kan jeg tāle mĕd Hr. N.?)	Can I speak to Mr. N.?	*Kăn jăg få tāla mĕd Herr N.?*
Gīv hăm mĭt Kŏrt.	Please, take him my visiting-card.	*Gē hŏnŏm mitt kŏrt (visĭtkort).*
Vil De være saa gōd ăt sīge mig Veien til Bānegaarden.	Will you be so kind as to tell me the way to the station?	*Vār sâ gōd och vīsa mig vägen till bānegården.*
Naar gaar Tōget til N.?	When does the train for N. start?	*När går tåget till N.?*
Reiser De mĕd Hŭrtigtōget eller mĕd det blandĕdĕ Tōg?	Do you travel by the express-train or by the slow train?	*Rēsar Nī mĕd snälltåget eller med det blandăde tåget?*
Billétkontōret er ĕndnū ikke āābent.	The ticket-office is not open yet.	*Biljettkontōret är ännu inte öppet.*
Nāār āābnes det?	When is it opened?	*När öppnăs det?*
En Billĕt (tō Billetter) fŏrste — ănden — trēdje Klasse til N.	A ticket (two tickets) for N., first-, second-, third-class.	*En biljett (två biljetter) första — andra — trēdje klass till N.*
Hār De Ōvervĕgt?	Have you any overweight?	*Hār Ni öfvervigt?*
Hvōr ēr Rōg-, Dāmekŭpēēn?	Where is the smoking-carriage, the ladies' compartment?	*Hvār är rök-, dāmkŭpēn?*

Dano-Norwegian.	English.	Swedish.
Er dēr ĕndnū Plăds?	Is there any room left?	*Är der ännu plăts?*
Alle Plădser ēre ŏptāgne.	All the places are occupied.	*Alla platser ärŏ úpptāgna.*
Frā hvilken Kant kommer Vinden?	Which side does the wind come from?	*Från hvilket håll kommar vinden?*
Tør jeg bē Dĕm ŏm ăt lukke Vĭnduet? Trĕk ēr fārlig.	May I ask you to shut the window? The draught is dangerous.	*Vār så gōd och stäng fönstret! Drāg är fārligt.*
Hvăd hedder dette Vand, dette Bjērg, denne Stătiōn?	What is the name of this lake, this mountain, this station?	*Hvad hēter dĕn här sjön, det der berget, den här statiōnen?*
Vĭl De ŏpbevāre mĭt Tøi til ī Eftermiddāg?	Please, keep my luggage till this afternoon.	*Vill Ni förvāra mīna sāker till ī eftermiddag?*
Jeg vil reise med Dámpskībet.	I wish to travel by the steamboat.	*Jag vill fāra mĕd ångbåten.*
Idāg gaar intet Dampskib.	There is no steamboat starting to-day.	*Idāg går ingen ångbåt.*
Skăl vī faa Vind eller Regn?	Shall we have wind or rain?	*Få vi blåst eller regn?*
Fjōrden er lidt ū́rōlig; dēr ēr Bølger.	The fjord is rather rough; there are waves.	*Fjärden är lītet ṓrōlig (upprörd); det går vågŏr (böljor).*
Da blīver jeg søsȳg.	Then I shall be seasick.	*Då blīr jag sjṓsjūk.*

Skyds and Guide.

Jeg vil saa snārt sŏm mūligt hā(ve) en Kariōl (Kjærre) og en Hĕst; tō Kariōler mĕd tō Hĕste.	I wish to get a carriole with one horse as soon as possible; two carrioles with two horses.	*Jăg ville så fŏrt sŏm möjligt få en skjutskärra (karriōl) mĕd en häst, två karriōler mĕd två hästar.*
De maa vĕnte lĭdt.	You must wait a little.	*Ni får vänta lītet.*
Hvăd kŏster Skȳdsen til dĕn nǣste Stătiōn?	What is the fare for the skyds to the next station?	*Hvăd kostar skjutsen till nästa Statiōnen?*
Hvōr er Dagbōgen?	Where is the day-book?	*Hvār fins dagbōken?*
Hŏs Statiōnshŏlderen, hŏs Skȳdsskăfferen.	At the station-master's.	*Hŏs gästgīfvăren.*
Jeg vil străx reise vīdĕre.	I wish to go on at once.	*Jag vill gĕnast rēsa vīdăre.*
Hvōr er Skȳdskārlen, Gutten?	Where is the driver?	*Hvār är kŭsken (skjutspojken)?*

Dano-Norwegian.	English.	Swedish.
Del er en gōd og flink Hĕst. Hvōr gammel er dĕn?	That is a good and fast horse. How old is he?	*Det är en gōd och rask häst. Hur gammal är hän?*
Hĕsten er dōven, der behōves en Pidsk. Hār Du en?	The horse is lazy, he needs a whip. Have you one?	*Hästen är lāt, här behöfs en pĭska. Hār Du någon?*
De kjōrer fŏr hŭrtigt (or — *fŏrt*), — *langsŏml!*	You are driving too fast, too slow.	*Ni kōr för fŏrt, för långsamt.*
Jeg vil gjerne komme tīdligt til N., fŏr ăt naa Dampskībet.	I want to get to N. in time to catch the steamboat.	*Jag vill gerna komma tīdigt (i gōd tīd) till N. för att hinna (úppnå) ångbåten.*
Jeg hār glĕmt mīn Vādsĕk; gaa lilbāge og hĕnt dĕn.	I have forgotten my travelling-bag; go back and fetch it.	*Jăg hār glömt mīn rēsväska (nattsäck); gå tillbāka och hämta den.*
Jeg har tăbt mīn Reisebōg. Jeg hār fundet dĕn igjĕn.	I have lost my guide-book. I have found it again.	*Jag har förlōrat min rēshandbōk. Jag har funnit den igĕn.*
Slănds lĭdt; vī vĭl stīge āf, — vande Hĕstene.	Stop a little; we wish to alight, — let the horses drink.	*Håll (stanna) lītet; vi vilja stīga āf, — vattna hästarna.*
Kăn jeg faa en Fōrer, en Lēdsāger, en Bārer?	Can I get a guide, a porter?	*Kan jag få en förăre (vägvīsare), en lēdsāgăre, en bärăre?*
Hvōr længe behōver vī at gaa herfrā til N.?	How long will it take to go from here to N.?	*Huru lång tid behöfva vi att gå härifrån till N.?*
Er Veien meget anstrængende?—sleil; — daarlig; — sumpet; — stēnet.	Is the way very fatiguing, steep, bad, marshy, stony?	*Är vägen mycket ansträngande? — brant; — dålig; — sumpig; — stēnig.*
Hvad koster en Hĕst?	What is the charge for a horse?	*Hvad koslar en häst?*
Hvōr høi er Fōrerlønnen?	How much is the fee for the guide?	*Huru hög är förărens lŏn?*
Hvōr mēgen Bāgāge bærer Fōrĕren?	How much luggage does the guide carry?	*Huru mycket bāgāge bärar föraren?*
Saa behōver vi ogsaa en Bærer.	Then we must also have a porter.	*Så behöfva vi ochså en bärare.*
Alpestok; Īsăxe.	Alpenstock; ice-axe.	*Älpstāf; Īsŭxa.*
Slēr, Flōr.	Veil.	*Slōjă, Ftōr.*
Hvad er dĕ(t) dēr?	What is that there?	*Hvad är det dĕr?*

Dano-Norwegian.	English.	Swedish.
Der har gaaet en Skrēd nēd. en Snēskred, en Jōrdskred.	An avalanche has fallen there, an avalanche of snow, a landslip.	*Der har ett rās ägt rūm, ell snōras, ett jōrdras.*
Der er en Sæter, men der bōer ingen.	There is a sæter; but nobody lives in it.	*Der är en säter, men det bōr ingen der.*
Denne Elv maa vi vāde ōver.	We must wade through this river.	*Den här älfven (ån) måste vi vāda öfver.*
Er der Sprækker paa Bræen?	Are there crevasses in the glacier?	*Fins det remnōr på glaciēren?*
Man maa sammenbindes med et Toug.	We must tie ourselves together with a rope.	*Man måste binda sig tillsámmans mĕd elt låg (etl rēp).*

Time.

Hvăd or *hvōr mange er Klokken?*	What is the time? What o'clock is it?	*Hvad är klŏckan?*
Klokken ēr tō; hălv tŏlv; trē Kvartēr tĭl ĕt; et Kvartēr ōver tī; fĕm Minutter ōver fīre; mangler lrē Minutter i sȳv.	It is two o'clock; half past eleven; a quarter to one; a quarter past ten; five minutes past four; three minutes to seven.	*Klockan är lū (lvå); hălf tŏlf; trē qvărt på* (or *till*) *ett; ēn qvart öfver tīŏ; fĕm minūter öfver fȳră; fättăs lrē minuter i sjū.*
Et Ūr; — Lŏmmëūr.	A clock; watch.	*Ett ūr; — fickūr.*
El Aar; halvt Aar; Fjērdingaar, Kvărtāl.	A year; half-year; quarter.	*Ett år; halft år; fjērdedēlsår.*
Fŏraar; Sommer; Høst; Vinter.	Spring; summer; autumn; winter.	*Vår; sŏmmar; höst; vinter.*
Jūl; — Paaske; — Pintse; — Nȳlaar.	Christmas; Easter; Whitsuntide; New Year.	*Jūl; — Påsk; — Pingsthelg; — Nyår.*
En Maaned; — Fjōrtĕn Dāge; — En Ūge.	A month; a fortnight; a week.	*En månăd; — fjōrtŏn dāgar; — en vecka.*
Sŏndag, Māndag, Tīrsdag, Onsdag, Tōrsdag, Frēdag, Lørdag.	Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday.	*Söndag, Måndag, Tīsdag, Onsdag, Thōrsdag, Frēdag, Lörrdag.*
Helligdag; — Søgnedag.	Holiday; week-day.	*Helgdag, hōgtīdsdag; — hvārdag, vĕckōdāg.*
Veirel er idāg smŭkt, mĕn igaar vār det mēget stȳgt;	To-day the weather is fine, but yesterday it was very bad;	*Vädret är i dag vackert, men i går var det mycket dåligt*

Dano-Norwegian.	English.	Swedish.
det regnĕde hēle Dāgen.	it rained the whole day.	*det regnăde hēla dāgen.*
Imōrgen faar vī Blæst.	We shall have wind to-morrow.	*Imōrgŏn få vi blåst.*
Veiret er mørkt, lŭmmert, vārmt, kŏldt, forănderligt, stādigt.	The weather is dull, sultry, warm, cold, changeable, settled.	*Vädret är mūlet, qvătmigt, vārmt, kăllt, ŏstādigt, stādigt.*
Det regner; hāgler; tōrdner; lȳner; frȳser; snēr.	It rains, hails, thunders, lightens, freezes, snows.	*Det regnar; hāglar; dŭndrar; blĭxtrar; frȳser; snōăr.*
Sŏndenvinden bringer Skȳer og Regn.	The south wind brings clouds and rain.	*Súnnanvinden har med sig mŏln och regn.*
Det blīver kjøligt; det klārer ŏp.	It is getting cooler; it is clearing up.	*Det blīr kȳligt; det ktārnar upp.*
Sōlen staar tīdligt ŏp.	The sun rises early.	*Sōten går tīdigt upp.*
Sōlen gaar sēnt nēd.	The sun sets late.	*Sōlen går sēnt nēd.*

Health.

Er De sȳg?	Are you ill?	*Är Ni sjūk?*
Jeg er ikke frĭsk (or *răsk*).	I am not well.	*Jag mår inte brā.*
Skăl jeg gaa ĕfter en Lægе?	Shall I go for a doctor?	*Skall jag gå éfter en läkăre?*
Jeg hār Tăndpīne, Hōvĕdpīne, Ørĕpīne, Māvĕpīne, Diarrhē.	I have got toothache, a headache, earache, pain in the stomach, diarrhœa.	*Jag har tandvärk, hūfvŭdvärk, ōrvärk, māgptåga, diarrhé.*
Jeg har fŏrkēlet mig.	I have caught a cold.	*Jag har förkȳlat mig.*
Jeg frȳser.	I feel cold.	*Jag frȳser.*
Jeg hār ingen Fēber, men jeg trænger tit Hvīle.	I have no fever, but I need rest.	*Jag har inte någon fēber, men jag behöfver hvīta.*
Jeg har et daarligt Bēn; jeg har en Btĕmme, en Būle (Norw. *Kūt*).	I have a sore foot; I have a blister, a boil.	*Jag har ŏndt i fōten; jag har en blåsa, en svŭtst.*

Vocabulary.

Dano-Norwegian.	English.	Swedish.
Ŏmtrĕnt (adv.); *ŏm* (prep.).	About.	*Ŏmkrĭng; ŏm.*
ōvenpaa (adv.); *ōver* (prep.).	Above.	*ófvanpå; öfver.*
lĕdsāge (p. 6).	Accompany.	*belĕdsaga.*
vănt til.	Accustomed to.	*vān till.*
Fŏrdēl (-en).	Advantage.	*fördēl* (m.).
ĕfter (adv.); *efterat* (conj.).	After.	*efter; sĕdăn.*
Eftermiddag (-en).	Afternoon.	*eftermiddag* (m.).
sīden efter.	Afterwards.	*sĕdăn.*
atter, igjĕn.	Again.	*igĕn, åter.*
behāgelig.	Agreeable.	*ängenäm, behäglig.*
ăk.	Ah, alas.	*ack.*
stīge nēd (p. 6).	Alight.	*stīga nēd* (p. 12).
ŏgsaa; heller ikke.	Also; also not.	*ŏchså; häller icke.*
allerēde.	Already.	*rĕdăn.*
skjŏndt.	Although.	*ēhŭru.*
ī ălt, altsámmen.	Altogether.	*alltsámmans.*
áltīd.	Always.	*alltīd.*
blănd.t.	Among.	*iblånd.*
mōrsom.	Amusing.	*nöjsam, rōlig.*
ŏg.	And.	*ŏch.*
kjēdelig.	Annoying.	*förtrĕtlig.*
Svār (-et, pl. *Svar).*	Answer.	*svār* (n.).
Arm (-en, -e).	Arm.	*arm* (m.).
omkríng.	Around.	*omkríng.*
ănkomme (p. 6).	Arrive.	*ănkomma* (p. 12).
dă; saa — sŏm.	As; as — as.	*då; så — sŏm.*
stīge (p. 6).	Ascend, mount.	*stīga* (p. 12).
ī Land, paa Landet.	Ashore (go), — (be).	*i land; på landet.*
spōrge (p. 6).	Ask.	*fråga* (p. 12).
ī, paa, vēd; (of time) *ŏm.*	At.	*på, vīd; ŏm.*
hjemme (p. 8).	At home.	*hemma* (p. 14).
vække (p. 6).	Awake, to (trans.).	*väcka* (p. 12).
bŏrt, bōrte.	Away.	*bŏrt, bōrta.*
Ăx-el (-len, -ler).	Axle.	*ăxel* (m.).
tilbāge.	Back.	*tiltbåka.*
daarlig, ŏnd.	Bad.	*dålig.*
Sæk (-ken, -ke).	Bag.	*säck, påse* (m.).
Bánksed-el (-etn, -ler).	Banknote.	*bánkseddel* (m.).
Baromē-ter (-tret,-tre).	Barometer.	*barometer* (m.).

Dano-Norwegian.	English.	Swedish.
Bolle (-n, -r), Vând-fād (-et, -e).	Basin.	*fāt, bäcken* (n.).
Kŭrv (-en, -e).	Basket.	*kŏrg* (m.).
Bād (-et, -e).	Bath.	*bād* (n.).
vakker, deilig.	Beautiful.	*vacker, skön.*
fordī.	Because.	*emĕdan.*
blive (p. 7).	Become.	*blīfva* (p. 12).
Sĕng (-en, -e).	Bed.	*säng* (m.).
Øxekjød (-et); bīfstēk.	Beef; beefsteak.	*öxkött; bīfslēk.*
Øl (-let).	Beer.	*öl* (n.).
før (adv.); *før* (prep.).	Before.	*förŭt; för.*
bēde (p. 7).	Beg.	*bēdja* (p. 12)
bāg.	Behind.	*bāk.*
trō (p. 7).	Believe.	*trō.*
nēdenŭnder.	Below.	*nēre.*
Køie (-n, -r).	Berth.	*kɔj* (m.).
mellem.	Between.	*mellăn.*
Blaabær (-*et*, pl. id.).	Bilberry.	*blåbär* (n.).
Regning (-en, -er).	Bill, account.	*räkning* (m.).
binde (p. 7).	Bind.	*binda* (p. 12).
sōrt.	Black.	*svärt.*
Senglæppe (-l, -r).	Blanket.	*sängtäcke* (n.).
blæse (p. 7).	Blow.	*blåsa* (p. 12).
blaa.	Blue.	*blå.*
Kŏst (-en); ombŏrd.	Board (food); on board.	*kŏst* (m.); *ombŏrd.*
Baad (-en, -e).	Boat.	*båt* (m.).
Sŭmp (-en, -e).	Bog.	*gyttja* (f.), *sŭmp* (m.)
kōge (p. 7).	Boil.	*kōka* (p. 12).
Bōg (-en, Bøger).	Book.	*bōk* (m.; *böcker*).
Støvler.	Boots.	*stöflar.*
Flăske (-n, -r).	Bottle.	*butĕlj* (m.).
Gŭt (-ten, -ter).	Boy.	*gosse* (m.).
Brændevīn (-en).	Brandy.	*bränvīn* (m.).
Brød (-et); Smørre-brød.	Bread; bread and butter.	*bröd; smörgås.*
brække, slaa itū (p. 7).	Break.	*brŷta* (p. 12).
Frŏkost (-en).	Breakfast.	*frŭkŏst* (m.).
Brō (-en, -er).	Bridge.	*brō* (f.).
Tømme (-n, -r); Rī-devei (-en, -e).	Bridle; bridle-path.	*tŏm* (m.); *rīdeväg.*
bringe (p. 7).	Bring.	*bringa* (p. 12).
itū.	Broken (in two).	*isär.*
Bæk (-ken, -ke).	Bro	

Dano-Norwegian.	English.	Swedish.
Brōder (-en, Brødre).	Brother.	*brōder* (m.; *bröder*).
Bœrste (-n, -r).	Brush.	*bŏrste* (m.).
mĕn.	But.	*mĕn.*
Smør (-et).	Butter.	*smör* (n.).
købe (p. 7).	Buy.	*kŏpa* (p. 12).
vēd(near); *forbí* (past).	By.	*vēd, nära; förbí.*
raabe (p. 7).	Call, shout.	*rōpa* (p. 12).
Lys (*-et*; pl. id.).	Candle.	*ljūs* (n.).
Húĕ (-n, -r).	Cap.	*hūfva* (f.).
Tjūr (-en, -er).	Capercailzie.	*tjäder* (m.).
Agt (-en); tāge sig i Agt.	Care; take care.	*äkt* (m.); *tāga sig i akt.*
ågtsom.	Careful.	*åktsam, sórgfällig.*
Vŏgn (-en, -e).	Carriage.	*vägn* (m.).
Karriól (-en, -er).	Carriole.	*karriól* (m.).
bœre (p. 7).	Carry.	*bära* (p. 12).
Kjœrre (-n, -r); Stōlkjœrre.	Cart; light cart with seats.	*kärra* (f.).
bestĕmt.	Certain, decided.	*bestämd.*
Stōl (-en, -e).	Chair.	*stōl* (m.).
skĭfte; (money) *vĕxle* (p. 7).	Change, to.	*bytta, förändra; vĕxla* (p. 12).
Smaapenge.	Change, small coins.	*små'penningar.*
Prīs (-en, -er).	Charge.	*prīs* (n.).
billig.	Cheap.	*billig.*
Ŏst (-en); Gámmelost.	Cheese; goats' milk cheese.	*ŏst* (m.).
Sœrk (-en, -e).	Chemise (Scottish, sark).	*särk* (m.).
Kírsebær (*-et*; pl. id.).	Cherry.	*kĕrsbär* (n.).
Kylling (-en, -er).	Chicken.	*kyckling* (m.).
Bărn (-et, Bœrn).	Child.	*bărn* (n.).
Cigár (-ren, -rer).	Cigar.	*cigarr* (m.).
Klasse (-n, -r); fœrste, anden Klasses Billĕt.	Class; first, second class ticket.	*klass* (m.); *en biljett första, andra klass*
rēn.	Clean.	*rēn.*
klār.	Clear.	*klār.*
Klæder.	Clothes.	*kläder.*
Frakke (-n, -r).	Coat.	*rock* (m.).
Tŏrsk (-en, -e).	Cod.	*torsk* (m.).
Kåffĕ (-n).	Coffee.	*kåffĕ* (n.).
kŏld; jeg frỳser.	Cold; I am cold.	*kall; jag frỳser.*
komme (p. 7).	Come.	*komma* (p. 12).
behāgelig.	Comfortable.	*behāglig.*
sædvánlig, almíndelig.	Common, usual.	*allmán, vānlig.*

Dano-Norwegian.	English.	Swedish.
Sĕlskab (-et, -er).	Company.	*sa̍llskap* (n.).
tælle (p. 7).	Count, to.	*tälja* (p. 12).
Land (-et, -e).	Country.	*land* (n.).
kŏ̄ste (p. 7).	Cost, to.	*kŏ̄sta* (p. 12).
Kō (-en, Kø̄er).	Cow.	*kō* (f.).
Flø̄de (-n).	Cream.	*grädda* (m.).
Sprække (-n, -r).	Crevasse.	*spricka* (f.).
Kŏ̄p (-pen, -per).	Cup.	*kŏ̄p* (m.).
Rĭbs (*-et*; pl. id.).	Currant.	*vi̍nbär* (n.).
skjære (p. 7).	Cut.	*skära* (p. 12).
dāglig.	Daily.	*dāglig.*
Fāre (-n, -r); fārlig.	Danger; dangerous.	*fāra* (f.); *fa̍rlig.*
mø̄rk; Mø̄rke (-t).	Dark; darkness.	*mȫrk; mörkhēt* (m.).
Datter (-en, Dø̆tre).	Daughter.	*dotter* (f.; *döttrar*).
Dāg (-en, -e).	Day.	*dāg* (m.).
kjær (beloved); *dy̆̄r.*	Dear.	*kär* (beloved); *dy̆̄r.*
dy̆̄b.	Deep.	*djūp.*
fŏ̄rlă̆nge (p. 7).	Demand, ask (a price).	*fŏ̄rdra* (p. 12).
stĭge nēd (p. 7).	Descend.	*stĭga nēd* (p. 12).
fŏ̄rskjéllig.	Different.	*å̆tskillig.*
vă̆nskelig.	Difficult.	*svår.*
Middagsmād (-en), Middag.	Dinner.	*midday, middags-måltid* (m.).
smŭ̆dsig.	Dirty.	*smūtsig.*
stĭge āf (p. 7).	Dismount.	*stĭga nēd* (p. 12).
A̍fstand (-en).	Distance.	*a̍fstånd* (n.).
gjø̄re (p. 7).	Do, to.	*gȫra* (p. 12).
Læge (-n, -r).	Doctor.	*läkăre* (m.).
Hŭ̆nd (-en, -e).	Dog.	*hŭ̆nd* (m.).
Dø̄r (-en, -e).	Door.	*dörr* (f.).
dobbelt.	Double.	*dubbel.*
nēd; nēdă̆d (Bakken).	Down; downhill.	*nēd; nēdåt (berget).*
Klæde (-t, -r).	Dress.	*kläde* (n.).
drikke (p. 7).	Drink, to.	*dricka* (p. 12).
kjø̄re (p. 7).	Drive (a carriage).	*kȫra* (p. 12).
Kŭ̆dsk (-en, -e).	Driver.	*kŭ̆sk* (m.).
tø̆r.	Dry (adj.).	*torr.*
tørre (p. 7).	Dry, to.	*torka* (p. 12).
ŏ̆m, ŭ̆nder.	During.	*ŏ̆m, ŭ̆nder.*
Støv (-et).	Dust.	*stŏ̆ft* (n.).
tīdlig (adj.); *tīdligt, betīds* (adv.).	Early.	*tīdig* (adj.); *tīdigt, bittīda* (adv.).
ø̄stlig, ø̄stre.	Eastern.	*östlig, östra.*
lĕ̆t.	Easy.	*lätt.*

Dano-Norwegian.	English.	Swedish.
spīse.	Eat, to.	*spīsa* (p. 12); *äta* (p. 12).
Æg (-gel, Æg); blødt-kŏgte, haardkŏgte, Speilæg.	Egg; soft, hard, poached eggs.	*ägg* (n.); *löskŏkta, hårdkŏkta, slēkta ägg.*
enten — eller.	Either — or.	*ån̈tingen — eller.*
Ĕlsdȳr (-et, pl. id.).	Elk.	*ĕlg* (m.).
engelsk; Engelskmand (-en, -mænd).	English; Englishman.	*engelsk; Engelsman* (m.; *-män*).
nŏk.	Enough.	*nōg.*
Konvolŭt (-len, -ter).	Envelope.	*kŭvĕrt* (m.).
Ŏmegn (-en, -e).	Environs.	*ŏmliggande trăkt* (m.).
Aften (-en, -er).	Evening.	*āftŏn* (m.).
ōveralt.	Everywhere.	*öfverallt.*
lăngt; bevārs; langt herfrā.	Far; far from it; far from here.	*långt bōrta, fjärran.*
Betāling (-en, -er), Prīs (-en, -er); Pris-Moderatiŏn (-en).	Fare (railway, etc.); reduction of fare.	*betālning* (f.), *prīs* (n.); *pris-moderatiŏn* (m.).
Kŏst (-en), Spīse (-n).	Fare (food).	*spīs* (m.).
Gaard (-en, -e).	Farm-house.	*gård* (m.).
hŭrtig.	Fast.	*hŭrtig.*
Fāder (-en, Fædre).	Father.	*fāder* (m.; *fäder*).
Besvær (-et).	Fatigue.	*möda* (f.), *besvär* (n.).
trætt.	Fatigued.	*trött.*
frygte (p. 7).	Fear, to.	*frŭkta* (p. 12).
Drikkepenge (pl.).	Fee, gratuity.	*dricks penningar* (pl.).
Færge (-n, -r).	Ferry.	*färja* (f.).
faa.	Few.	*få.*
Mărk (-en, -er).	Field.	*fält* (n.).
finde (p. 7).	Find, to.	*finna* (p. 12).
Ild (-en).	Fire.	*eld* (m.).
făst.	Firm.	*făst.*
fiske.	Fish, to.	*fiska.*
Fisk (-en, -e); Fiskekrōg (-en, -e); Fiskesnōre (-n, -r); Fiskestange (-slænger).	Fish; fishing-hook; fishing-line; fishing-rod.	*fisk* (m.); *mētkrōk* (m.); *mētrēf* (m.); *mētspö* (n.).
flād.	Flat.	*jämn.*
Flynder (-ren, -re).	Flounder.	*flŭndra* (f.).
Blŏmst (-en, -er).	Flower.	*blomma* (f.).
Flūe (-n, -r).	Fly.	*flūga* (f.).
Taage (-n).	Fog.	*dimma* (f.).
følge (p. 7).	Follow, to.	*följa* (p. 12).
Fōd (-en, Fødder); til Fōds	Foot; on foot.	*fōt* (pl. *fötter*); *till fōts.*

Dano-Norwegian.	English.	Swedish.
thī; for.	For.	*thi; för.*
glemme (p. 7).	Forget.	*glömma* (p. 12).
Gǎf-fel (-len, -ler).	Fork.	*gaffel* (m.).
frȳse (p. 7).	Freeze.	*frȳsa* (p. 12).
frisk, fĕrsk.	Fresh.	*frisk, färsk.*
Vĕn (-nen, -ner).	Friend.	*vän* (m.).
Frŭgt (-en, -er); Rǿd-grød (-et).	Fruit; fruit-jelly.	*frŭkt* (m.).
fuld, fuldstændig.	Full, complete.	*full.*
frā.	From.	*från.*
Vildt; Leg (-en, -e).	Game; a game.	*vildbråd* (n.); *lēk* (m.).
Pōrt (-en, -e).	Gate.	*pōrt* (m.).
Flōr (-et).	Gauze.	*flōr* (n.).
Herre (-n, -r).	Gentleman.	*herre* (m.).
faa; stīge nēd, ind, ŏp; komme frĕm.	Get; get down, get in, get up; get on.	*få; stīga nēd, in, ŭpp; komma frăm.*
Pīge, Jente (-n, -r).	Girl.	*flicka* (f.).
gīve (p. 7).	Give.	*gīfva* (p. 13).
Bræ (-en, -er), Jǿkel (-len, -ler).	Glacier.	*isberg* (n.).
glād; det glæder mig.	Glad; I am glad.	*glād, förnöjd.*
Glăs (-set, pl. id.).	Glass.	*glăs* (n.).
Hǎndske (-r).	Glove.	*hǎndske (-ar).*
gaa (p. 7).	Go, to.	*gå* (p. 13).
gōd.	Good.	*gōd.*
Græs (-set).	Grass.	*gräs* (n.).
smēre.	Grease, to.	*smörja.*
grǿn.	Green.	*grŏn.*
Gevǽr (-et -er); Krŭdt (-et).	Gun; gunpowder.	*gevär* (n.); *krŭt* (n.).
Haar (*-et,* pl. id.).	Hair.	*hår* (n.).
Skinke (-n, -r).	Ham.	*skinka* (f.).
Haand (-en, Hænder).	Hand.	*hand* (f.; *händer*).
Lǒmmetørklæde (-t, -r).	Handkerchief.	*näsdūk* (m.).
Hāre (-n, -r).	Hare.	*hare* (m.).
Sélетøi (-et).	Harness.	*sēldon* (n.).
Hǎt (-ten, -te).	Hat.	*hatt* (m.).
Hø (-et).	Hay.	*hö* (n.).
Hōvĕd (-et, -er).	Head.	*hūfvŭd* (n.).
tŭng.	Heavy.	*tŭng.*
hjælpe (p. 7).	Help.	*hjetpa* (p. 13).
hēr.	Here.	*här.*
Sitd (*-en,* pl. id.).	Herring.	*sill* (f.).
høi.	High.	*hög.*

Dano-Norwegian.	English.	Swedish.
Bakke (-n, -r); bakket.	Hill; hilly.	*backe* (m.); *backig.*
hȳre (p. 7).	Hire.	*hȳra* (p. 13).
hŏlde (p. 7).	Hold.	*hålla* (p. 13).
hjĕm.	Home.	*hĕm.*
ærlig.	Honest.	*ärlig.*
Krōg (-en, -e).	Hook.	*krōk* (m.).
haabe (p. 7).	Hope, to.	*hoppas* (p. 13).
Hĕst (-en, -e).	Horse.	*häst* (m.).
hēd, vārm.	Hot.	*hēt, vārm.*
Time (-n, -r).	Hour.	*timma* (f.).
Hūs (-et, -e).	House.	*hūs* (n.).
hvōrlēdĕs.	How.	*hŭrŭ.*
sŭlten.	Hungry.	*hungrig.*
Jăgt (-en).	Hunt, shooting-party.	*jăgt* (f.).
Mand (-en, Mænd).	Husband.	*măn* (m.; *măn*).
Īs (-en); Īsĕxe (-n, -r).	Ice; ice-axe.	*īs* (m.).
ŏm, dērsŏm, hvīs.	If.	*ŏm.*
ilde (adj. *sȳg*).	Ill.	*illa* (adj. *sjūk*).
străx.	Immediately.	*gĕnăst.*
ī; ind, inde (adv.).	In.	*ī; in, inne* (adv.).
fŏr ăt.	In order that.	*för att.*
vĭrkelig.	Indeed.	*jă så; vĕrkligen.*
Blæk (-ket).	Ink.	*bläck* (n.).
Værtshūs (-et, -e).	Inn.	*gästgīfvăregård* (m.).
Vært (-en, -er).	Innkeeper.	*värd* (m.).
īstĕdetfŏr.	Instead of.	*i stället för.*
Tŏlk (-en, -e).	Interpreter.	*tŏlk* (m.).
Jĕrn.	Iron.	*jern.*
Ø (-er), Hŏlm (-en, -e); Skjær (-et, pl. id.); Skjærgaard (udenskjærs, indenskjærs).	Island; rocky island; belt of islands (outside, inside the belt).	*ö* (f.); *skär* (n.); *skärgård (ūtŏmskärs, ĭnŏmskärs).*
Reise (-n, -r).	Journey.	*rēsa* (f.).
Krukke (-n, -r).	Jug.	*krŭka* (f.).
springe (p. 7).	Jump.	*springa.*
behŏlde (p. 7).	Keep, to.	*behålla* (p. 13).
Kjēd-el (-len, -ler).	Kettle.	*kittel* (m.).
gōd, vĕnlig.	Kind.	*gōd, vänlig.*
Konge (-n, -r).	King.	*kŏnung* (m.).
Knīv (-en, -e).	Knife.	*knīf* (m.).
banke (p. 7).	Knock.	*klappa* (p. 13).
vīde (a fact); *kjende* (a person; p. 7).	Know.	*vēta; känna* (p. 13).

Dano-Norwegian.	English.	Swedish.
Dāme (-n, -r); Frøken (-en, -er).	Lady; young lady.	*dāma* (f.), *frōken* (f.).
Sø (-en, -er); Vănd (-et, -e).	Lake.	*sjō* (m.).
Land (-et, -e).	Land.	*land* (n.).
Sprōg (-et, pl. id.).	Language.	*språk* (n.).
stōr.	Large.	*stōr.*
sīdst; ifjŏr.	Last; last year.	*sīst; ifjŏr.*
sēnt.	Late.	*sēnt.*
lægge (p. 7).	Lay, put.	*lägga* (p. 13).
lære (p. 7).	Learn.	*lära* (p. 13).
mindst; idetmĭndste.	Least; at least.	*minsta; i det minsta.*
fŏrlăde; ĕfterlāde.	Leave; leave behind.	*lemna; lemna qvār* (p. 13).
igjĕn, tilŏvers.	Left (remaining over).	*igĕn, qvār.*
venstre.	Left (hand).	*venstra.*
Bēn (-et, -e).	Leg.	*bēn* (n.).
lāde (p. 7); *slippe* (p. 7).	Let; let go, let fall.	*låta* (p. 13); *släppa* (p. 13).
Brēv (-et, -e).	Letter.	*brēf* (n.).
flād, jævn.	Level.	*jämn.*
ligge (p. 7).	Lie.	*ligga* (p. 13).
tænde.	Light, kindle, to.	*tända* (p. 13).
Lys (-et, pl. id.).	Light (subst.).	*ljūs* (n.).
lĕt.	Light (in weight), easy.	*lätt.*
klār, lys.	Light, clear, bright.	*klār, ljūs.*
lig, ēns.	Like (adj.).	*lik.*
sy̆nes ŏm, like (p. 7).	Like, to.	*tycka ŏm, lika.*
liden (pl. *smaa*; adv. *lĭdt*); *nōget.*	Little; a little.	*liten* (pl. *små*); *litet, något.*
Logi (-et; pron. as in French).	Lodging.	*bŏning* (f.).
lăng.	Long.	*lång.*
lōs.	Loose, slack.	*lōs.*
tābe (p. 7).	Lose, to.	*förlŏra* (p. 13).
lāv.	Low.	*låg.*
Tøi (-et); Bagăge (-n).	Luggage.	*bagăge* (n.).
	Make, see Do.	
Mand (-en, Mænd).	Man.	*măn* (m.; *măn*).
Kŏrt, Landkort (-et).	Map.	*kărta* (f.).
Sump, Myr (-en).	Marsh.	*myra* (f.), *mosse* (m.).
Fyrstikker.	Matches.	*tändstickor.*
Mēning (-en, -er), Betydning (-en, -er).	Meaning.	*mēning* (f.), *betydning* (f.).
Kjød.	Meat.	*kött* (n.).

Dano-Norwegian.	English.	Swedish.
istǎndsætte, reparére, ūdbēdre.	Mend.	*sätta i stånd; reparēra.*
Sĕndebūd (-et, pl. id.).	Messenger.	*būd* (n.).
Middag (-en).	Midday.	*middag* (m.).
Mĭdnăt (-ten).	Midnight.	*midnatt* (f.).
Mīl (-en, Mil or *Mile).*	Mile.	*mīl* (f.).
Mĕlk (-en).	Milk.	*mjölk* (f.).
tāge feil (p. 7).	Mistake, make a m.	*misstāga sig* (p. 13).
Øiebtĭk (-ket, -ke).	Moment.	*ögŏnbtick* (n.).
Penge (pl.).	Money.	*pénningar* (pl.).
Maanĕd (-en, -er).	Month.	*månăd* (m.).
Maane (-n, -r).	Moon.	*måne* (m.).
mēre (pl. *flēre*).	More.	*mēr, mēra* (pl. *flēra*).
mēst (pl. *flēste*).	Most.	*mēst, mēsta* (pl. *flēsta*).
Mōder (-en, Mødre).	Mother.	*mōder* (f.; *mödre*).
stīge, sidde ŏp (p. 7).	Mount.	*stīga, sitta upp* (p. 13).
Fjetd (-et, -e).	Mountain.	*fjält* (n.).
mēget.	Much.	*mŭcket.*
Sĕnŏp (-pen).	Mustard.	*sĕnăp* (m.).
Faarekjød (-et).	Mutton.	*fårkött* (n.).
Negl (-en, -e).	Nail (finger).	*nāget* (m.).
Navn (-et, -e).	Name.	*nămn* (n.).
kălde; hēdde (p. 7).	Name, call; to be named.	*katla; hēta* (p. 13).
nær, vēd.	Near.	*nära, vēd.*
næsten.	Nearly.	*nästan.*
Sy̆naat (-en, -e).	Needle.	*sy̆nât* (f.).
Nærhēd (-en).	Neighbourhood.	*närhēt* (f.).
Gărn (*-et,* pl. id.), *Nĕt* (*-tet,* pl. id.).	Net.	*nät, gărn* (n.).
ăldrig.	Never.	*ăldrig.*
Ăvĭs (-en, -er).	Newspaper.	*tīdning* (f.).
næst.	Next.	*näst.*
Năt (-ten, Nætter); ŏm Natten.	Night; at night.	*natt* (f.; *nätter*); *ŏm natten.*
nei.	No.	*nej.*
Støi, Lārm (-en).	Noise.	*buller* (n.).
Middāg (-en).	Noon.	*middāg* (m.).
Nōrd (-en); nōrdlig.	North; northern.	*nōrd* (m.); *nōrdlig.*
nŏrsk.	Norwegian.	*nŏrsk.*
ikke; slĕt ikke.	Not; not at all.	*icke; slätt icke.*
nū.	Now.	*nū.*
ingenstĕds.	Nowhere.	*ingenstädes.*
Aare (-n, -r).	Oar.	*åra* (f.).

Dano-Norwegian.	English.	Swedish.
Klokken; Klokken er fīre, el kvartēr til sex, hălv sȳv, trē kvarlēr lil ōlte.	O'clock; it is 4, 5. 15, 6. 30, 7. 45 o'clock.	*klockan; klockan är fȳra, en qvărt öfver fĕm, hălf sjū, trē qvărt på åtta.*
āf; natúrligvīs.	Of; of course.	*āf; natúrliglvīs.*
Kontór (-et, -e).	Office (counting-house).	*kontór* (n.).
Émbēde (-l, -r).	Office (appointment).	*ĕmbēle* (n.).
ŏfte, tĭdl.	Often.	*ŏfla.*
Ólie (-n).	Oil.	*ólja* (f.).
gammel.	Old.	*gåmmal.*
paa.	On.	*på.*
ēngang.	Once.	*en gång.*
kūn.	Only.	*blott; ĕndăsl.*
aaben.	Open (adj.).	*öppen.*
aabne (p. 7).	Open, to.	*öppna* (p. 13).
eller.	Or.	*eller.*
lígeōverfŏr.	Opposite.	*mĭdl ēmót.*
bestille (p. 7).	Order, to.	*beställa* (p. 13).
ōver.	Over, upwards of.	*öfver.*
ūd; ūde.	Out; outside.	*ūt; ūle.*
Pǎndekūge (-n, -r).	Pancake.	*pånnkūka* (f.).
Papīr (-et).	Paper.	*pǎppĕr* (n.).
Forládelse (-n).	Pardon.	*úrsäkt* (f.).
Præslegaard (-en, -e).	Parsonage.	*prestgård* (m.).
īsǽr.	Particularly.	*sȳnnerlīgen.*
dēls.	Partly.	*dēls.*
Ágerhōne (-n, -hăns).	Partridge.	*rǎpphōna* (f.; *-ns*).
fŏrbí.	Past.	*förbí.*
betāle (p. 7).	Pay, to.	*belāla* (p. 13).
Betāling (-en, -er).	Payment.	*betālning* (f.).
Bonde (-n, Bønder).	Peasant.	*bonde* (m., pl. *bönder*).
Pind (-en, -e).	Peg, pin.	*pinne* (m.).
Pĕn (-nen, -ne).	Pen.	*penna* (f.).
Fŏlk (-el, pl. id.).	People.	*fŏlk* (n.).
Pĕb-er (-ren).	Pepper.	*peppar* (m.).
kănskĕ, maaskĕ.	Perhaps.	*kănskĕ.*
Persōn (-en, -er).	Person.	*persōn* (m.).
Fotografī (-en, -er).	Photograph.	*fotografí* (f.).
Stykke (-t, -r).	Piece.	*stycke* (n.).
Brō (-en, -er).	Pier.	*brō* (f.).
Lōds (-en, -er).	Pilot.	*lōts* (m.).
Naal (-en, -e).	Pin.	*nål* (f.).
Pībe (-n, -r).	Pipe.	*pīpa* (f.).

DANO-NORWEGIAN.	ENGLISH.	SWEDISH.
Stēd (-et, -er), Plăds (-en, -er).	Place.	*ptăts* (m.).
Taltérken (-en, -er).	Plate.	*tállrik* (m.).
behāgetig.	Pleasant.	*ăngenäm.*
vær saa gōd.	Please.	*vär så gōd.*
Fornøielse (-n, -r).	Pleasure.	*förnöjetse* (f.).
hōflig.	Polite.	*hŏflig.*
fattig; stakkels.	Poor.	*fattig; stackars.*
Bærer (-en, -e).	Porter.	*bärăre* (m.).
mūlig; mūtigvīs.	Possible; possibly.	*möjtig; möjtigen.*
Pŏrtō (-en); Frīmærke (-t, -r).	Postage; postage-stamp.	*pórtō* (n.); *frīmärke* (n.).
Skŷdsgŭt (-ten, -ter).	Post-boy.	*skjŭtspojke* (m.).
Skŷdsskaffer (-en, -e).	Post-master.	*póstmästăre* (m.).
Póstkontōr (-et).	Post-office.	*póstkontōr* (n.).
Skŷdsstatiōn (-en,-er).	Posting-station.	*skjŭtsstatiōn* (f.).
Pŏtéte (-n, -r), Kartŏf-fel (-len, -ler).	Potato.	*potátīs* (pl.).
pæn, smŭk.	Pretty.	*täck, vacker.*
Prīs (-en, -er).	Price.	*prīs* (n.).
rīmetig; rīmetigvīs.	Probable; probably.	*sánnotīk.*
údtāte (p. 7).	Pronounce.	*úttāla* (p. 13).
Údtāle (-n).	Pronunciation.	*úttāl* (n.).
Proviánt (en).	Provisions.	*proviánt* (m.).
Rŷpe (-n, -r).	Ptarmigan.	*rīpa* (f.).
sætte (p. 7); *spænde fŏr* (p. 7).	Put; put to (horses).	*sätta* (p. 13), *spänna för* (p. 13).
hŭrtig; hurtigt (fŏrt).	Quick; quickly.	*hŭrtig; fört, hurtigt.*
Jérnbāne (-n, -r); Bánegaard (-en,-e).	Railway; railway-station.	*jérnbāna; bángård* (m.).
Regn (-en).	Rain.	*regn* (n.).
regne (p. 8).	Rain, to.	*regna* (p. 13).
Hínbær (*-et*, pl. id.).	Raspberry.	*halton* (n.).
læse (p. 8).	Read, to.	*läsa* (p. 13).
færdig.	Ready.	*färdig.*
regne (p. 8).	Reckon, to.	*räkna* (p. 13).
rēd.	Red.	*röd.*
Rénsdŷr (*-et*, pl. id.).	Reindeer.	*rēn* (m.).
Tøiler, Tømmer (pl.).	Reins.	*tygel* (m.).
behēve (p. 8).	Require.	*behöfva* (p. 13).
hvīle (p. 8).	Rest, to.	*hvīla* (p. 13).
komme or *gaa titbáge.*	Return (intrans. v.).	*vända; rēsa tillbacka* (p. 13).
Lŏn (-nen).	Reward, wages.	*lŏn* (f.).
Baand (-et).	Ribbon.	*band* (n.).

Dano-Norwegian.	English.	Swedish.
rīg.	Rich.	*rīk.*
rīde.	Ride.	*rīda* (p. 13).
rĭgtig; De har Rĕt.	Right; you are right.	*rĭktig; Nī har rätt.*
høire.	Right (hand).	*hȫger.*
Ĕtv (-en, -e).	River.	*ĕlf* or *ălf* (f.).
Vei (-en, -e).	Road.	*vǟg* (m.).
stege.	Roast, to.	*stēka* (p. 13).
Værelse (-t, -r).	Room.	*rūm* (n.).
Toug (-et), Rēb (-et).	Rope.	*rēp* (n.).
ŭjævn, (of water) *ūrōlig.*	Rough.	*ŭjämn*, (of water) *ŭrōlig.*
rundt om.	Round.	*rundt om.*
rōe (p. 8).	Row, to.	*rō* (p. 13).
Roerskārl (-en, -e).	Rower.	*rŏddăre* (m.).
lø̄be (p. 8).	Run, to.	*lȫpa* (p. 13).
Sād-et (-len, -ler).	Saddle.	*sādel* (m.).
sikker.	Safe.	*sǟker.*
Lăx (-en, pl. id.).	Salmon.	*lăx* (m.).
Sălt (-et, -e).	Salt.	*sălt* (n.).
Sand (-en); sandig.	Sand; sandy.	*sand* (m.); *sandig.*
Saus (-en).	Sauce.	*sås* (m.).
sīge (p. 8).	Say, to.	*säga* (p. 13).
Săx (-en, -e).	Scissors.	*săx* (f.).
Sø̄ (-en, -er).	Sea.	*sjö* (m.).
sende (p. 8).	Send, to.	*sända* (p. 13).
see (p. 8).	See, to.	*sē* (p. 13).
sø̄ge (p. 8).	Seek, to.	*sȫka* (p. 13).
sjældden.	Seldom.	*sällan.*
sælge (p. 8).	Sell, to.	*sǟlja* (p. 13).
Tjēner (-en, -e); Pige (-n, -r).	Servant; servant girl.	*tjǟnăre* (m.); *flicka* (f.).
Stange (-n, Stænger).	Shaft (of a carriage).	*tĭstel* (m.).
grund.	Shallow.	*grund.*
Lāken (-et, -er).	Sheet.	*lākan* (n.).
Skjōrte (-n, -r).	Shirt.	*skjōrta* (f.).
Skō (-en, -e).	Shoe.	*skō* (m.).
skyde.	Shoot, to.	*skjūta* (p. 13).
Bŭtĭk (-ken, -ker); Handter (-en, -e).	Shop; shop-keeper.	*bŭtĭk* (m.); *Hănd-tande* (m.).
kŏrt.	Short.	*kŏrt.*
Hāg-et (-len).	Shot.	*hāget, skrōt* (n.).
takke (p. 8).	Shut, to.	*stänga* (p. 13).
lukket.	Shut.	*stūtit.*
syg.	Sick.	*sjūk.*
Sīde (-n, -r).	Side.	*sīda* (f.).

Dano-Norwegian.	English.	Swedish.
sīden (of time); *fördī́, ĕfterdī* (causal).	Since.	*sĕ́dăn; emĕ́dan.*
Nĭp (-pet).	Sip.	*sŭp* (m.).
ĕnkelt.	Single.	*ĕnkel.*
Sōst-er (-ren, -re).	Sister.	*sȳster* (f.).
sidde (p. 8).	Sit, to.	*sitta* (p. 13).
sōve.	Sleep, to.	*sŏ́fva* (p. 13).
lángsŏm.	Slow.	*lǻngsăm.*
Sœrk (-en, -e).	Smock.	*särk* (m.).
rȳge (intr.); *rōge* (traus.).	Smoke, to.	*rȳka; rȫka* (p. 13).
Sneppe (-n, -r).	Snipe.	*snäppa* (f.).
Snē (-en).	Snow.	*snȫ* (m.).
snē (p. 8).	Snow, to.	*snȫa* (p. 13).
saa (conj.); *sāálēdĕs* (thus).	So.	*så; sålēdĕs.*
Sæbe (-n).	Soap.	*såpa* (f.).
săgte.	Softly (gently, slowly).	*săkta.*
ŭndertĭ́den.	Sometimes.	*stŭ́ndŏm.*
snārt.	Soon.	*snārt.*
bedrēvet; det gjēr mig ŏndt.	Sorry; I am sorry.	*bedrȫfvad; det gör mig ŏndt.*
Suppe (-n).	Soup.	*soppa* (f.).
Sȳd (-en); sȳdlig.	South; southern.	*sȳd* (m.); *sȳdlig.*
tāle.	Speak. to.	*tāla* (p. 13).
Skee (-n, -r).	Spoon.	*skēd* (f.).
Vaar (-en).	Spring.	*vår* (f.).
Stald (-en, -e).	Stable.	*stall* (n.).
Skĭfte (-t, -r).	Stage.	*skifte* (n.).
Frīmærke (-t, -r).	Stamp.	*frīmärke* (n.).
staa (p. 8).	Stand, to.	*stå* (p. 13).
	Station, see posting-, railway-station.	
ā́fgaa, gaa bŏrt (p. 8).	Start, to.	*ā́fgå* (p. 13).
Dắmpskīb (-et, -e).	Steamer.	*ǻngbåt* (m.).
Ŏ́pvārter (-en, -e).	Steward.	*ŭ́ppăssăre* (m.).
Stŏk (-ken, -ke).	Stick.	*stāf* (m.).
endnū́.	Still.	*ännū́.*
Stī́gbøile (-n, -r).	Stirrup.	*stēgbȫgel* (m.).
Strŏmpe (-n, -r).	Stocking.	*strŭmpa* (f., pl. -or)
Stēn (-en, -e); stēnet.	Stone; stony.	*stēn* (m.); *stēnig.*
standse (p. 8).	Stop, to.	*stå stilla* (p. 13).
lī́gĕfrĕm.	Straight on.	*rākt frăm.*
Rĕm (-men, -mer).	Strap.	*rĕm* (f.).
Jŏ́rdbær (*-et;* pl. id.).	Strawberry.	*smŭltrŏn* (n.).

Dano-Norwegian.	English.	Swedish.
Strǎm (-men, -me).	Stream.	*strǒm* (m.).
Snōr (-en, -e), Snōre (-n, -r).	String.	*snöre* (n.).
stærk.	Strong.	*stark.*
saadan.	Such.	*sådan.*
Suk-ker (-ren).	Sugar.	*socker* (n.).
Som-mer (-ren, -re); *ǒm Sǒmren.*	Summer; in summer.	*sommar* (m.); *om sommaren.*
Sōl (-en, -e).	Sun.	*sōl* (f.).
Áftensmād (-en).	Supper.	*áftǒnmåltīd* (m.).
Bōrd (-et, -e).	Table.	*bōrd* (n.).
tāge (p. 8); *sōrge fǒr* (p. 8).	Take; take care of.	*tāga; hafva ǒmsōrg ǒm* (p. 13).
Tǎkst (-en, -er).	Tariff.	*tǎxa* (f.).
Tee (-n).	Tea.	*tē* (n.).
Kíkkert (-en, -er).	Telescope.	*teleskóp* (n.).
end.	Than.	*än.*
Tǎk; mange Tǎk.	Thanks; many thanks.	*tackar; — så mǒcket.*
ǎt.	That.	*att.*
iǒvermōrgen.	The day after to-morrow.	*i ǒfvermōrgǒn.*
iförgaars.	The day before yesterday.	*förgår.*
dǎ, paa den Tīd.	Then.	*då, på den tīd.*
dēr.	There.	*dēr.*
tǒk.	Thick.	*tjǒck.*
tǒnd.	Thin.	*tǔnn.*
Sāg (-en, -er).	Thing.	*sāk* (f.).
tænke (p. 8).	Think.	*tänka* (p. 13).
tǎrstig.	Thirsty.	*tǒrstig.*
iāften; imōrgēs.	This evening; this morning.	*i áftǒn; i mǒrse.*
dīd.	Thither.	*dīt.*
Traad (-et, pl. id.).	Thread.	*tråd* (m.).
trē Gange.	Three times.	*trē gånger.*
gjénnem.	Through.	*gěnǒm.*
Biljét (-ten, -ter).	Ticket.	*biljétt* (n.).
trǎt.	Tired.	*trǒtt.*
fǎst.	Tight.	*fǎst.*
indtíl; ikke fǒr.	Till; not till.	*till, intíll; icke för.*
Tīd (-en, -er).	Time.	*tīd* (m.).
tíl.	To.	*tílt.*
Tóbǎk (-ken, -ker).	Tobacco.	*tóbǎk* (m.).
idāg; imōrgen.	To-day; to-morrow.	*i dāg; i mórgǒn.*
sammen.	Together.	*ihóp, tillsámmans.*

Dano-Norwegian.	English.	Swedish.
fŏr (mēget, etc.).	Too (much, etc.).	*för (mycket).*
Tŏp (-pen, -pe).	Top.	*spĕts* (m.).
mōd.	Towards.	*emŏt.*
Hāandklæde (-t, -r).	Towel.	*hănddūk* (m.).
Bў (-en, -er).	Town.	*bў* (m.).
Tōg (*-et*, pl. id.).	Train.	*tåg* (n.).
Oversættelse (-n, -r).	Translation.	*öfversättning* (f.).
reise (p. 8).	Travel, to.	*rēsa* (p. 13).
Besvær (-et); besværlig.	Trouble; troublesome.	*besvär* (n.); *besvärlig.*
Bĕnklæder.	Trousers.	*bĕnkläder.*
Ørret (-en, -er).	Trout.	*forĕll* (m.).
sănd; det er sănd.	True; that is true.	*sann; det är sannt.*
Kŭffert (-en, -er).	Trunk.	*kŏffert* (m.).
Sándhēd (-en, -er).	Truth.	*sanning* (f.).
fŏrsōge.	Try.	*försöka* (p. 13).
tō Gange.	Twice.	*två gångar.*
stўg.	Ugly.	*stygg.*
Pāraplў (-en, -er).	Umbrella.	*regnskärm* (m.).
ūbestemt.	Uncertain.	*öbestämd.*
ŭnder.	Under.	*under.*
fŏrstāa (p. 8).	Understand.	*förstå* (p. 13).
ūbehāgelig.	Unpleasant.	*öbehägelig.*
ŏp, oppe; ŏpăd (Bakken).	Up; uphill.	*ŭp, uppe; úppåt (backen).*
paa.	Upon.	*på.*
Brūg (-en), Nytte (-n).	Use.	*brūk* (n.).
brūge (p. 8).	Use, to.	*brūka* (p. 13).
sædvānlig, almĭndelig.	Usual.	*vānlig.*
Dāl (-en, -e).	Valley.	*dāl* (m.).
Værdī (-en, -er).	Value.	*vārde* (n.).
Grŏnsāger.	Vegetables.	*grŏnsāker.*
Slēr (*-et*, pl. id.).	Veil.	*slöja* (f.).
mēget.	Very.	*mycket.*
Udsigt (-en, -er).	View.	*útsigt* (f.).
Lándsbў (-en, -er).	Village.	*bŏndbў* (m.).
Ĕddĭke (-n).	Vinegar.	*ättika* (f.).
Besōg (*-et*, pl. id.).	Visit.	*besök* (n.).
Sōreise (-n, -r).	Voyage.	*sjöresa* (f.).
vente (p. 8).	Wait.	*vänta* (p. 13).
Ŏpvārter (-en, -e).	Waiter.	*ŭppăssăre* (m.).
Spădsĕrgang (-en, -e).	Walk.	*spătsĕrgång* (m.).
vārm; jeg ēr varm.	Warm; I am warm.	*vārm; jag är varm.*

Dano-Norwegian.	English.	Swedish.
vǎdske (p. 8).	Wash.	*tvätta* (p. 13).
Vǎ́dskerkōne (-n, -r).	Washerwoman.	*tvä́tterska* (f.).
Vand (et, -e).	Water.	*vǎ̊tten* (n.).
Lǒ́kŭm (-met).	Water-closet.	*ä́fträdde* (n.).
Fǒs (-sen, -ser).	Waterfall.	*fǒrs* (m.).
svāg.	Weak.	*svāg.*
Veir (-et).	Weather.	*vǟder* (n.).
Ūge (-n, -r).	Week.	*vecka* (f.).
frisk, sund.	Well (in health).	*frĭsk, sund.*
Brǒ̈nd(-en, -er), Kilde (-n, -r).	Well (subst.).	*brŭnn* (m.), *källa* (f.).
vĕl, gŏdt.	Well (adv.).	*vǟl, gŏdt.*
Vĕst (-en); vĕstlig.	West; western.	*vĕst* (m.); *vĕstlig.*
fŭ́gtig, vaad.	Wet.	*fŭ́ktig, våt.*
Hjūt (*-et*, pl. id.).	Wheel.	*hjūt* (n.).
Pĭ́dsk (-en, -e).	Whip.	*pĭ́ska* (f.).
naar, hvǎd Tīd.	When (interrog.).	*när.*
dǎ (past), *naar* (present or future).	When (conj.).	*då; när.*
hvōr.	Where.	*hvār.*
mēdens.	While.	*mé́dän.*
hvŏ́rfǒr.	Why.	*hvärfö́r.*
Hú́strū (-en, -er).	Wife.	*hú́sfrū, frū* (f.).
Vind (-en, -e).	Wind.	*vind* (m.).
Vĭ́ndue (-t, -r).	Window.	*fö́nster* (n.).
Vīn (-en, -e).	Wine.	*vīn* (n.).
ǒ̈nske (p. 8).	Wish, to.	*ȫnska* (p. 13).
mĕd.	With.	*mĕd.*
inde.	Within.	*inne.*
Kvinde (-n, -r).	Woman.	*qvinna* (f.).
Skōv (-en, -e).	Wood.	*skōg* (m.).
Ṓrd (*-et*, pl. id.).	Word.	*ōrd* (n.).
Á́rbeide (-t, -r).	Work.	*á́rbēte* (n.).
vǣrd.	Worth (adj.).	*vǟrd.*
skrīve (p. 8).	Write.	*skrīfva* (p. 13).
ú́rigtig, gāt, fǎ́lsk; jeg har Ú́ret.	Wrong; I am wrong.	*fǎ́lsk, ú́rigtig; jag har ú́rätt.*
Aar (*-et*, pl. id.).	Year.	*år* (n.).
gūl.	Yellow.	*gūl.*
igā́ar.	Yesterday.	*igǻr.*
jā, jō (see p. 15).	Yes.	*jā; jū* (see p. 15).
ŭng.	Young.	*ŭng.*

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INDEX MAP OF
SWEDEN AND NORWAY
showing the
SPECIAL MAPS
OF THE HANDBOOK.
Scale 1:10.000.000
Swedish Miles.
Norweg. Miles.
English Miles.
The numerals (32) refer to the pages of the Handbook.
ARCTIC OCEAN
ATLANTIC OCEAN
Arctic Circle
Lofoten
Vesteraalen
Senjen
Andö
Östvaagö
Vest Vaagö
Moskenäsö
Ringvadsö
S. Hvalö
N. Hvalö
Vannö
Tromsö
Hasvik
Sörö
Hammerfest
North Cape
Magerö
Alten
Kautokeino
Karasjok
Karesuando
Muonioniska
Enare
Enare Träsk
Vadsö
Vardö
Tana Elv
Sydvaranger
Bodö
Saltdal
Mo
Dynnäsö
Vigten Öer
Folden Fj.
Namsos
Snaasen
Fro Öer
Fröyen
Hiteren
Smölen
Kristiansund
Romsdal
Molde
Aalesund
Throndhjem
Levanger
Stören
Östersund
Storsjö
Luleå
Jockmock
Gellivara
Haparanda
Torneå
Piteå
Skellefteå
Umeå
Sorsele
Stor-Uman
Ume-Elf
Skellefte-Elf
Lule-Elf
Torne-Elf
Kemi-Joki
Kemiträsk
Uleåborg
Ratan
Nordmaling
Örnsköldsvik
Härnösand
Jakobstad
Ulea Träsk
Gulf of Bothnia
NORWAY
SWEDEN
LAPLAND
FINLAND
224
240
366